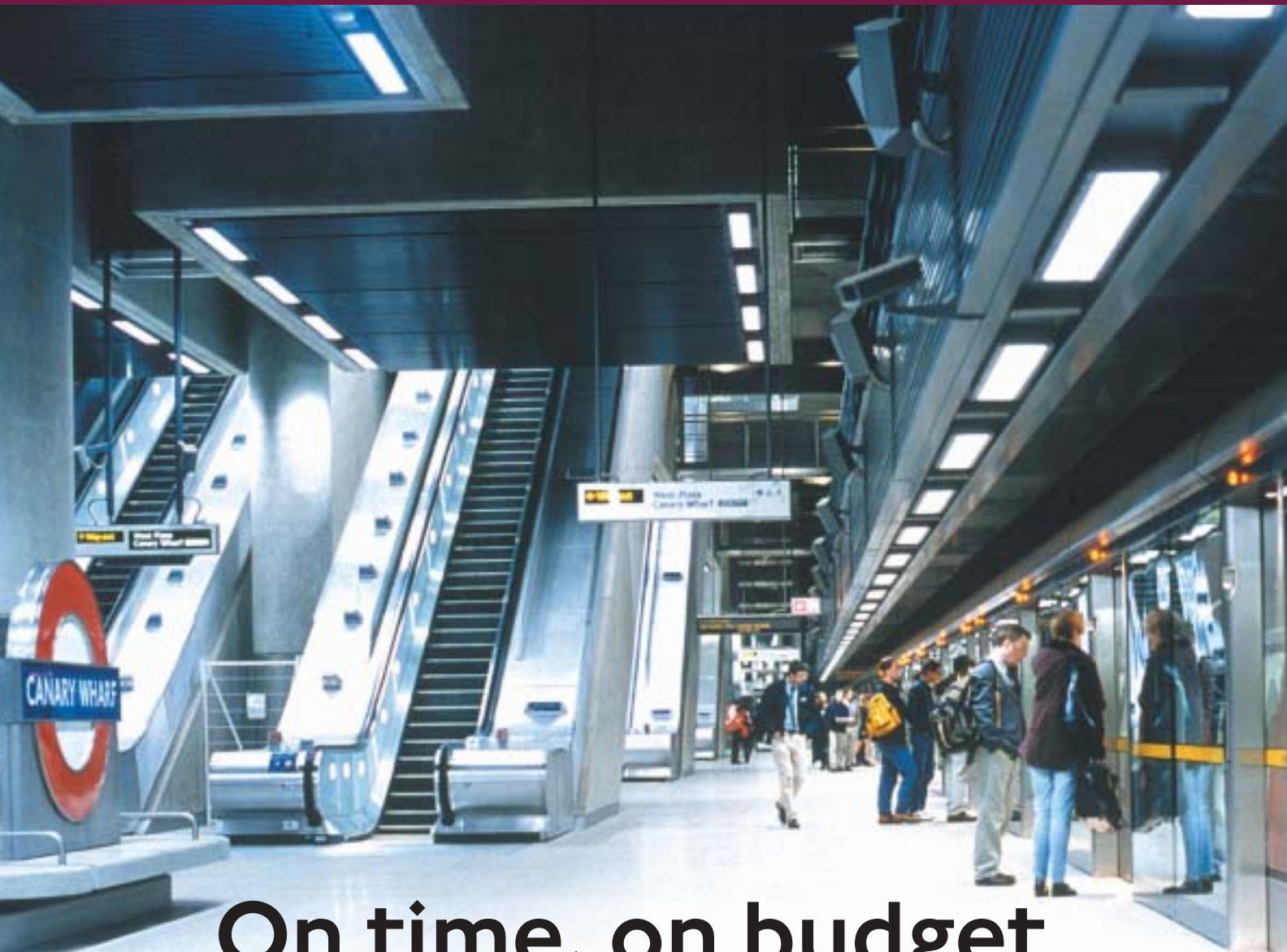


Transport for London news

Issue 12 – Winter 2006

Transport for London newsletter
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On time, on budget

An extra 90,000 people can now travel on the Jubilee line every day following the successful introduction of an additional carriage to each train.

The extra carriages, which increase capacity by 17 per cent, were added to the trains during the last week of 2005. Four new trains have also

been introduced, taking the fleet from 59 to 63 trains. This means that during the morning and evening peaks, an extra 6,000 people can travel through central London to Canary Wharf every hour.

The works were funded as part of TfL's 5-Year Investment Programme.

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MAYOR OF LONDON



New Transport Commissioner appointed

In January, Peter Hendy succeeded Bob Kiley as London's Transport Commissioner.

On announcing the appointment, Mayor of London Ken Livingstone said: 'I am delighted that Peter will be taking the helm at TfL, and leading the major investment and improvement in transport services across the Capital.'

Peter Hendy (pictured) led the team that drove major improvements in London's bus services over the last five years. He now intends to continue improving the day-to-day

experience of passengers and users of all transport modes, delivering a more reliable and safer transport network for the Capital.

Peter Hendy said: 'TfL is integral in delivering the Mayor's strategies for London to maintain its status as a world city – coping with economic and population growth, sustainability, embracing diversity and equality, and delivering for the Olympics in 2012.'

'We have to deliver this by working closely with those outside Transport for London (TfL), for example London's



boroughs, the Government and other stakeholders. We also need to deliver the right projects on time and to budget to justify more funding for the future.'

World's greatest cycle race starts here

London has won the right to host the opening leg of next year's Tour de France, following a successful bid by TfL.

The start of the largest sporting event in the world, called 'The Grand Départ', will take place from 6 to 8 July 2007, in central London and Kent.

An opening ceremony in Trafalgar Square will start the event, followed by the Prologue – an 18km lap of central London – on July 7, and the Stage One race on July 8. The Stage One event will start in central London and then travel through Bermondsey, Deptford, Greenwich, Erith and into Kent to finish in Canterbury.

Both races will highlight many of the city's landmarks such as Big Ben, the London Eye and St Paul's Cathedral.



The bid for the race was submitted to promote London around the world and to support TfL's work to increase the number of people cycling in the Capital. It also aims to help achieve the Mayor's vision of London as a world-class cycling city.

Cycling in the Capital is growing faster than anywhere else in Europe and TfL has increased investment in cycling from

£5.5m in 2000 to £24m this year.

Peter Hendy, TfL's Commissioner, commented: 'This is fantastic news for the Capital, attracting huge numbers of spectators to the streets.'

The Tour is one of the most spectacular sporting events in the world and I hope it will inspire generations of Londoners to try cycling as a mode of transport or for leisure.'

Staff honoured by Queen

A number of operational staff from London Underground and London Buses were recognised in the Queen's New Year's Honours List for their actions during last year's terrorist attacks. David Boyce, John Boyle, Alan Dell, Peter Sanders and Tim Wade all received MBEs. In addition, Transport Commissioner Peter Hendy received a CBE and LU Managing Director Tim O'Toole received an honorary CBE.

TfL to manage north London rail services

In February, it was announced that responsibility for some of London's passenger rail services would be transferred to TfL.

From 11 November 2007, TfL will manage the London rail services collectively known as the North London Railway: the North London line; the London Euston to Watford Junction local line; the West London line from Willesden Junction to Clapham Junction via Kensington Olympia; and the Gospel Oak to Barking line.

Mayor of London Ken Livingstone said: 'In addition to improved services, my first priority will be station safety and security, which means putting staff back into the stations where the public want to see them.

'Stations that are currently



understaffed or empty will be staffed adequately, offering passengers a more visible and reassuring presence. Stations and trains will be improved with additional security enhancements including CCTV.'

TfL has already spent £20m over the past two years on passenger safety and security improvements at stations and on trains within

the Greater London Authority area. By April 2006, over 50 per cent of stations will have received safety and security enhancements.

On transfer, TfL can start to revitalise London's overground rail services as it is doing with the Tube. London Underground has staff present at all but one station during operational hours.

Bendy buses on route 29

Bendy buses have recently been introduced onto route 29, which runs between Wood Green and Trafalgar Square.

Demand on this service has grown by 50 per cent since

2000 and approximately 50,000 trips are made on the route each weekday.

The 18m-long buses are able to carry up to 140 people, 40 more than a double-decker bus.

Their three sets of doors speed up boarding times and the pay-before-you-board system means they spend 10-15 per cent less time stationary at bus stops than double-deckers.

Their low-floor central door means they are accessible for all, while enhanced safety features, such as CCTV, provide passengers with greater levels of security.

A number of surveys recently carried out show high satisfaction levels on every aspect of bendy buses in comparison with the buses they replaced; especially ease of boarding and the appearance of the buses.



Casualties on roads continue to fall

New figures published in February reveal a decrease in the numbers of people killed or seriously injured on London's roads. The main findings include a 34 per cent reduction in the number of serious injuries and a 10 per cent drop in the overall number of casualties. The figures compare the first six months of 2005 with the equivalent period in 2004.

Delivering improvements

£450m East London Line loan

The European Investment Bank has signed a £450m (€660m) loan to TfL, in support of the East London Line project, a key component of TfL's 5-Year Investment Programme.

The funding forms a significant part of the £900m investment for the East London Line extension, which in Phase 1 extends north to Dalston Junction in Zone 2, and south to West Croydon in Zone 5.

The financing will primarily be spent on the construction of four new stations at Dalston Junction, Haggerston, Hoxton and Shoreditch High Street. Funds will also go towards the replacement of rail and signalling equipment along the existing route and a new junction at New Cross Gate.

The extended line will open in 2010 with new stations and Tube-frequency services that will

support the regeneration of some of London's least well-off areas. It will also provide a major transport link during the 2012 Olympic and Paralympic Games.

The project enabling works are currently progressing well. The Main Works Tender went out in December 2005 to bidding consortia. Main works contractors are expected to commence work in autumn 2006.



Boroughs receive £159m of funding

In December, the Mayor of London Ken Livingstone announced £159m of funding for London's boroughs to spend on transport improvements over the forthcoming financial year.

This is the second instalment of a record breaking five-year

programme in which a total of £758m will be invested in local transport schemes.

A variety of projects received funding including a 'green fuel' project in Bromley that collects used cooking oil to be used in council fleet diesel vehicles, a

new road safety group for motorcycle users in Hounslow, and accessibility schemes in Barking and Dagenham.

Funding was also allocated to initiatives developing safer routes to school for local children and walking and cycling projects.

Waterloo & City line closure

The Waterloo & City line will close for five months from 1 April for major engineering works to improve reliability and journey times. The entire track will be replaced and trains will receive extensive refurbishment. Passengers are advised to take Bakerloo or Northern lines to Embankment station and then the District or Circle line to Monument station. Detailed travel advice will be issued prior to the closure.

DLR extension on the right track

Approximately 60,000 passengers per week are now using the new Docklands Light Railway (DLR) London City Airport (LCA) extension which opened in December.

The extension, which has four new stations at West Silvertown, Pontoon Dock, LCA and King George V, offers reliable public transport every seven to 10 minutes and rapid access to Canary Wharf and the City. It connects to the DLR network which has direct interchange with over 100 bus routes, five mainline railways, eight Underground lines, coach, taxi and riverboat services.

It is expected to be the catalyst for massive local regeneration

as it offers new job, education, housing and leisure possibilities.

Construction of a further extension to Woolwich Arsenal

from King George V will commence in April.

The extension is scheduled to open early 2009.



King's Cross ticket hall

The new western ticket hall at King's Cross St Pancras Underground station is well on the way to completion, marking a major milestone in the station's redevelopment.

Providing extra capacity for customers, the ticket hall will have double height space to maximise natural light and state-of-the-art facilities will be available for customers and staff.

By summer 2006, there will be step-free access from street level to both the western and the existing Tube ticket halls, and to

the Metropolitan and Circle line platforms from the Western ticket hall. Refurbishment of the Metropolitan and Circle line platforms will continue until the end of 2006 to improve passenger flow and reduce congestion.

King's Cross St Pancras is one of London's busiest Underground stations. It has six London Underground lines running through it, and it also accommodates passengers interchanging from King's Cross and St Pancras National Rail stations and the Thameslink station in Pentonville Road.

Approximately 65,000 passengers pass through the Underground station during the daily morning peak. This figure is expected to rise to around 80,000 in 2007 when the Channel Tunnel Rail Link (CTRL) opens to international services and to 92,000 when CTRL domestic services become operational.

Works will be ongoing through 2006 as the project delivers more infrastructure to provide an enhanced gateway to London in preparation for the 2012 Olympic Games.

Improved bus information

In January, trials of On Board Next Stop Systems (OBNSS) began on bus route 149. The equipment gives passengers audio and visual information on where the bus will stop next. OBNSS is a part of TfL's new iBus technology, which is aimed at providing a better, more reliable service for passengers, including more accurate countdown information at bus stops.

Working with stakeholders

London Low Emission Zone

Public consultation began in February on proposals for a London-wide Low Emission Zone which would improve air quality in the Capital.

TfL is proposing that diesel-engined lorries, buses and coaches should have to meet a minimum standard (known as Euro III) for particulate emissions by 2008. Vehicles that fail to reach this standard would be required to pay a substantial daily charge to drive in Greater London or face a penalty charge.

The daily charge would be set at a rate that encourages operators to upgrade or replace their vehicles to meet the emission standards rather than pay.

London has the worst air quality in the UK and some of the poorest in Europe.

It is estimated that around a thousand early deaths and the same number of hospital admissions were caused in the London area by air pollution last year. A Low Emission Zone

would help to improve the health of Londoners and visitors to the Capital.

Subject to the outcome of consultation, it is proposed the scheme would start with the heavier lorries – over 7.5 tonnes – in February 2008. Coaches, buses and lighter lorries would come in six months later in July 2008.

The consultation ends on 24 April. Further information can be found at www.tfl.gov.uk/low-emission-zone.

Leading London's transport revolution

TfL has launched a range of initiatives to help businesses save money, free up their car parking spaces and help employees to find better ways of getting to work.

Companies are being offered incentives to encourage their staff to cycle, walk or use public transport. These include free cycle stands, trade price Raleigh bicycles for shared cycle facilities and matched funding of up to £1,000 for facilities such as showers, lockers and drying areas.

To assist companies, London boroughs are offering free, TfL funded consultations with travel advisors to help them produce work place travel plans. These plans can include initiatives to encourage use of sustainable transport, flexible working and teleworking.



Ben Plowden, Managing Director, TfL Group Communications, said: 'It is estimated that each parking space can cost up to £2,000 a year to maintain, but five bicycles will fit into a parking space. Encouraging just five members of staff to travel to work by bicycle could save a company as much as £8,000 a year.

'A lack of cycle parking and changing facilities in the work

place are regularly cited as barriers to employees cycling. We want to help businesses remove those barriers and to encourage firms to provide more transport solutions for their staff.'

Businesses interested in work place travel plans and the associated offers should contact TfL customer services on 020 7027 6006.

London's 999 cycle teams

London's emergency service cyclists were recognised this month at TfL's annual 999 London Cycling Awards at City Hall. Bicycles are often the fastest way for the emergency services to reach injured people or chase offenders. TfL is working with the emergency services to make cycling an integral part of their front line services, and the Metropolitan and City Police forces, London Ambulance service and St John Ambulance all have staff cycling the Capital's streets.

School Safety & Citizenship programme

The TfL Safety and Citizenship (S&C) initiative, run by the Education department at London's Transport Museum, provides a free outreach transport education service to all schools within Greater London.

Focusing on 10 and 11-year-olds, its team of trained School Liaison Officers give entertaining

presentations that focus on how to use transport responsibly and safely. It aims to provide children with the confidence to travel independently and with respect for fellow passengers. The team also holds workshops and community events.

The TfL S&C programme aims to reach 100,000 school-age

children by the end of the 2005/06 school year.

Schools looking for more information on the initiative can register through the website at www.tfl.gov.uk/citizenship or call 020 7565 7303. Resource packs which support sessions in class before and after a visit can also be found here.

Making transport more accessible

London has one of the most accessible transport systems in the world, being the first major city to have a bus service that is 100 per cent wheelchair accessible. TfL is keen that as many people as possible benefit from this.

To ensure TfL fully understands Londoners' transport needs, it is currently consulting with boroughs, disability groups and disabled passengers on its Disability Equality Scheme, a draft document which outlines plans to make journeys more comfortable and accessible.

As a part of this, a one-day 'citizen's jury' took place during February when 12 disabled people had the opportunity to talk to and question TfL's senior managers about their travel patterns and needs.

Yvonne Howard, Interim Director of TfL's Equality & Inclusion team, said: 'Involving disabled people in developing the scheme is a key requirement. Clearly

understanding their needs will enable us to put plans in place to meet those needs effectively.'

The Disability Discrimination Act requires public sector organisations to promote equality using an action plan.

The comments provided during the consultation will be used to finalise the Disability Equality

Scheme. It will also guide TfL's activities to continually improve services for disabled Londoners and create an action plan to provide a fully accessible transport network.

The consultation will be ongoing until March 26. For more information or to take part email des@tfl.gov.uk or go to www.tfl.gov.uk/des.



Environment Report 2005

TfL's 2005 Environment Report reveals significant achievements in energy management and waste recycling. Station energy consumption was reduced by almost a quarter compared to the previous five years. Steps such as turning off lights and escalators during engineering hours have dramatically reduced consumption. For a copy, visit www.tfl.gov.uk/environmentreport

Cleaner buses for London

In February, six new, environmentally friendly hybrid vehicles were added to London's bus fleet.

The hybrid buses are cleaner, quieter and use less fuel than a standard diesel bus, leading to a substantial reduction in carbon dioxide emissions.



The buses will be monitored and assessed over the coming months for performance, reliability and durability. If they prove successful, London Buses will encourage their wider introduction into the fleet.

The new buses are one of a number of key environmental initiatives in the Mayor's Transport and Air Quality strategies, aimed at giving Londoners a cleaner and healthier future.

Other projects include London Buses' continued participation in hydrogen fuel cell technology trials, following the completion of an initial two-year trial.

Tag and beacon technology trials

TfL is trialling new 'tag and beacon' technology which could make a big difference to drivers in the congestion charging zone.

A small tag, about the size of a credit card, is attached to the windscreen and is read by a radio

beacon at the side of the road as the vehicle passes. Similar technology is already used on toll motorways and river crossings.

This technology could improve accuracy of charging, and also allow for automatic payment,

helping to prevent penalty charges incurred by forgetting to pay.

Since January, 500 volunteer drivers have been trialling the system. If successful it could be introduced in the current zone in 2009/10.

This information is available in a range of languages, audio and Braille. Please tick the relevant box to show the format you require. Include your name and address and return to TfL at the address below.

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