





Boroughs

£m	Page	Code	2005/06	2006/07	2007/08	2008/09	2009/10	Total 2005–2010
Boroughs			156.3	142.0	145.9	143.0	141.8	729.0
Area-based schemes (LIPs – borough partnerships)	461	BR-PR01	16.8	17.3	17.0	17.4	17.9	86.5
Town centres (LIPs – borough partnerships)	462	BR-PF01	5.0	5.1	5.5	5.6	5.7	27.0
Streets for people (LIPs – borough partnerships)	463	BR-PF02	7.3	7.6	7.8	8.1	8.3	39.1
Station access (LIPs – borough partnerships)	464	BR-PF03	4.5	4.6	3.7	3.8	3.9	20.4
FRACA (LIPs – borough partnerships)	465	BR-PR02	1.2	1.2	1.4	1.5	1.5	6.8
Regeneration and access corridors (LIPs – borough partnerships)	466	BR-PF04	1.2	1.2	1.4	1.5	1.5	6.8
Travel planning and awareness (including schools)	467	BR-PR03	5.3	5.5	6.8	7.8	8.0	33.4
School travel plans	468	BR-PF05	5.3	5.5	6.8	7.8	8.0	33.4
Other borough capital investments	469	BR-PR04	6.6	3.1	2.0	0.0	0.0	11.8
Thames Road Bexley	470	BR-PF06	6.1	3.1	2.0	0.0	0.0	11.3
Detrunking	471	BR-PF07	0.5	0.0	0.0	0.0	0.0	0.5
Bus priority (LIPs – Surface Transport)	472	BR-PR05	19.0	16.7	18.9	19.4	19.9	94.0
Bus priority borough schemes (LIPs – Surface Transport)	473	BR-PF08	19.0	16.7	18.9	19.4	19.9	94.0

£m	Page	Code	2005/06	2006/07	2007/08	2008/09	2009/10	Total 2005–2010
Road renewals (LIPs – Surface Transport)	474	BR-PR06	44.8	39.5	33.7	26.7	25.7	170.4
Bridge structure strengthening (LIPs – Surface Transport)	475	BR-PF09	10.8	11.8	7.7	7.9	8.1	46.2
Capital renewal – borough roads (LIPs – Surface Transport)	476	BR-PF10	34.0	27.7	26.0	18.8	17.7	124.2
Traffic operations (LIPs – Surface Transport)	477	BR-PR07	6.6	4.7	7.4	8.2	9.0	35.9
BPRN signals modernisation (LIPs – Surface Transport)	478	BR-PF11	4.5	3.7	3.9	4.6	5.4	22.1
BPRN systems software (LIPs – Surface Transport)	479	BR-PF12	0.8	0.4	1.3	1.3	1.3	5.1
Signal installations for boroughs (LIPs – Surface Transport)	480	BR-PF13	1.3	0.5	2.2	2.3	2.3	8.7
Road safety	481	BR-PR08	31.4	29.2	29.5	30.0	29.8	149.9
Borough road safety plan	482	BR-PF14	31.4	29.2	29.5	30.0	29.8	149.9

£m	Page	Code	2005/06	2006/07	2007/08	2008/09	2009/10	Total 2005–2010
Sustainability (LIPs – Surface Transport)	483	BR-PR09	24.6	24.7	29.1	31.9	30.0	140.3
Borough walking schemes (LIPs – Surface Transport)	484	BR-PF15	6.0	4.6	5.1	5.3	5.4	26.5
Borough roads cycling – LCN (LIPs – Surface Transport)	485	BR-PF16	11.0	12.3	17.6	19.7	19.2	79.9
Borough roads cycling – TfL (LIPs – Surface Transport)	486	BR-PF17	4.1	3.0	2.8	3.2	3.2	16.3
Borough bus route access	487	BR-PF18	3.4	4.8	3.6	3.7	2.2	17.7

Programme: Area-based schemes (LIPs – borough partnerships)

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Bob Bruty

Portfolio: Various

Title: Manager, Local Area Schemes

Projects: Various within portfolio

Outputs

The works are capital and mainly on the public highway.

Key milestones

Guidance issued	February 2004
Submissions received	July 2004
Initial evaluation	October 2004
Allocations made	November 2004
Delivery begins	April 2005
Delivery complete	May 2006

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Narrative on cost changes

Funding fluctuates according to assessments of need and delivery of outcomes and objectives within LIPs. However, this mainly affects individual schemes changing as they move from design through implementation and/or aggregate annual phasing. Cumulative totals are unaffected.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements across all London boroughs. There will be a combination of construction, signing, instrumentation, streetscape and street-scene related costs. These include works such as footway improvements, street and public space lighting, CCTV, signing, bus stop and shelter improvements, road crossings, forecourt rearrangements, taxi arrangements, dropped kerbs and side entry treatments. There will also be costs related to scheme conception, design and consultation

£17m

Outcomes

A set of improvements to the public realm of interchange/station access, town centres and residential streets that enhance aspects of transport service provision, facilities and impacts.

Environmental impacts

- Good quality public realm
- Increased use of sustainable modes, particularly walking and cycling
- Shopping mobility, especially for pedestrians
- Mitigation of impacts of cars on town centres, and reductions in car trips

E&I impacts

- Includes better facilities for disabled people, delivering greater Disability Discrimination Act compliance
- Promotes changes to localities benefiting several target groups, eg mothers with young children and older people



Portfolio: Town centres (LIPs – borough partnerships)

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Bob Bruty

Programme: Area-based schemes

Title: Manager, Local Area Schemes

Projects: Town centre projects

Outputs

Twenty-five borough town centre improvements were supported in 2004/05, and similar numbers are expected in future years. Most schemes take two to three years to complete – passing from concept through design and consultation to construction. The annual number supported may change to reflect the Mayor’s commitment to the Gehl concept of higher quality public realm, and the 100 Public Spaces initiative. The work directly alters public highways and street scene in town centres across London.

Justification

Individual schemes offer substantial benefits in delivering/promoting use of public transport and other sustainable modes. They also enable TfL activities, especially its large-scale projects, to be integrated into smaller-scale local networks covering 95% of London’s roads, as well as encouraging local jobs, regeneration and more effective use of (more appealing) public spaces. Many schemes are measured using outcome monitoring.

Outcomes

- Increases walking, cycling and public transport use, including at night
- Improves safety and security
- Improves public transport access
- Increases attractiveness and vitality of town centres and encourages sustainable development
- Promotes shorter journeys over those to distant, out-of-town centres

Key milestones

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations made	November 2006
Delivery begins	April 2007
Delivery complete	March 2008

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements, depending on the circumstances of each town centre. There will be a combination of planned and integrated construction, signing, instrumentation, streetscape and street-scene related costs developed during the design and consultation phases of each individual project

£5.5m

Narrative on cost changes

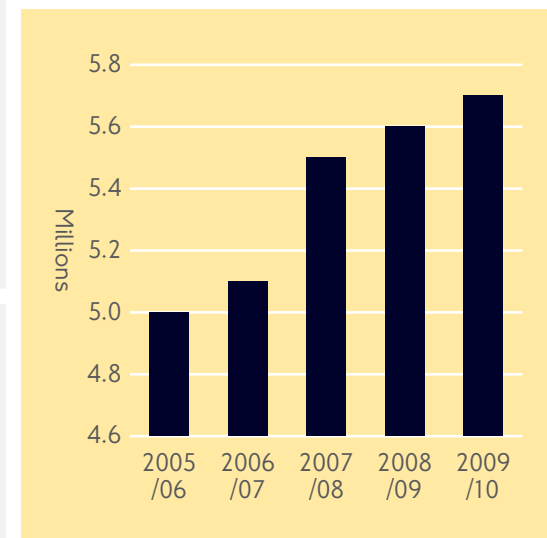
Funding fluctuates according to assessments of need and delivery of outcomes and objectives.

Environmental impacts

- Good quality public realm
- Increased use of sustainable modes, particularly walking and cycling
- Shopping mobility, especially for pedestrians
- Mitigation of impacts of cars on town centres

E&I impacts

- Town centre schemes support full accessibility standards



Portfolio: Streets for people (LIPs – borough partnerships)

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Bob Bruty

Programme: Area-based schemes

Title: Manager, Local Area Schemes

Projects: Streets for people projects

Outputs

Targets residential areas with severe public realm problems and others with very high pedestrian levels (31 in 2005/06). A package of measures is introduced to reduce car domination, provide a more accessible and friendly street environment and improve personal safety/security. The aim is to encourage more use of the streets and improve access to public transport. The work directly affects the public highway and covers traffic calming, improved footways, lighting and rearrangements of highways in favour of pedestrians and cyclists.

Key milestones

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations made	November 2006
Delivery begins	April 2007
Delivery complete	March 2008

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Justification

Individual schemes offer substantial benefits in delivering/promoting use of public transport and other sustainable modes. They also enable TfL activities, especially its large-scale projects, to be integrated into smaller-scale local networks covering 95% of London's roads, as well as encouraging local jobs, regeneration and more effective use of (more appealing) public spaces. Many schemes are measured using outcome monitoring.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements, depending on the circumstances of each residential/commercial area. There will be a combination of planned and integrated construction, signing, instrumentation, streetscape and street-scene related costs developed during the design and consultation phases of each individual project £7.8m

Narrative on cost changes

Funding fluctuates according to assessments of need and delivery of outcomes and objectives.

Outcomes

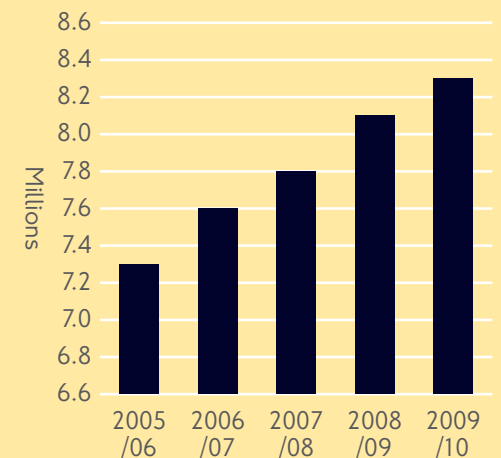
- Increases use of the highway for walking and cycling, and other, non-transport activities (leisure, meeting people, play etc.)
- Improves safety and security
- Improves access to attractions and public transport, including at night
- Reduces perceptions of danger, especially for vulnerable road users

Environmental impacts

- Reduction in car impacts
- Good public realm

E&I impacts

- Reduced traffic dangers through better road crossings and lighting benefit target groups, particularly mothers with young children and older people



BR-PF02

463

Portfolio: Station access (LIPs – borough partnerships)

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Bob Bruty

Programme: Area-based schemes

Title: Manager, Local Area Schemes

Projects: Station access projects

Outputs

Targets local interchanges (21 in 2005/06). Aims to ensure good, safe connections between stations and bus stops and comfortable waiting conditions, address security problems and ensure that pedestrian and cycle links to surrounding areas are of a standard that encourages use of public transport. The works are mainly on the public highway, and include footway works and widening, lighting, CCTV, signing, bus stop and shelter improvements, road crossings, forecourt rearrangements, taxi arrangements, dropped kerbs and side entry treatments.

Key milestones

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations made	November 2006
Delivery begins	April 2007
Delivery complete	March 2008

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Justification

Individual schemes deliver substantial benefits in delivering/promoting use of public transport and other sustainable modes. They also enable TfL activities, especially its large-scale projects, to be integrated into smaller-scale local networks covering 95% of London's roads, as well as encouraging local jobs, regeneration and more effective use of (more appealing) public spaces. Many schemes are measured using outcome monitoring.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements, depending on the circumstances of each station area. There will be a combination of planned and integrated construction, signing, instrumentation, streetscape and street-scene related costs developed during the design and consultation phases of each individual project

£3.7m

Outcomes

- Improves personal safety and security at the stations concerned, especially at night
- Integrates and facilitates greater use of public transport
- Increases walking and cycling
- Encourages sustainable modes

Narrative on cost changes

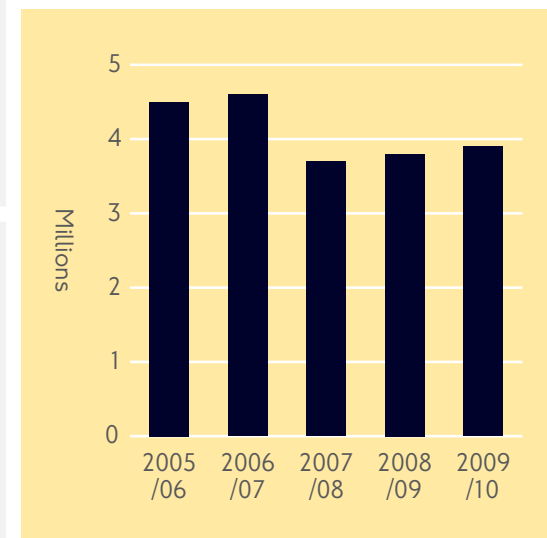
Funding fluctuates according to assessments of need and delivery of outcomes and objectives.

Environmental impacts

- Improvement to the public realm
- Increases in sustainable transport
- Reduction in car trips

E&I impacts

- Step-free access routes to stations and greater Disability Discrimination Act compliance
- Improved security and safety, and perceptions thereof, benefiting target groups



Programme: FRACA (LIPs – borough partnerships)

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Tom Mansfield

Portfolio: Regeneration and access corridors

Title: Manager, FRACA

Projects: Various

Outputs

Mainly works such as new, widened or improved borough roads, but also includes new parking provision and extended public transport services. Appropriate provision of walking and cycling facilities is also included.

Justification

N/A

Outcomes

A range of improvements in freight, controlled parking zones, regeneration, local area accessibility and environment (especially transport, air quality and noise), aspects of transport service provision, facilities and impacts.

Key milestones

Guidance issued	February 2004
Submissions received	July 2004
Initial evaluation	October 2004
Allocations made	November 2004
Delivery begins	April 2005
Delivery complete	March 2006

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements across all London boroughs. There will be a mix of construction, signing, instrumentation and streetscape type costs

£ 1.4m

Narrative on cost changes

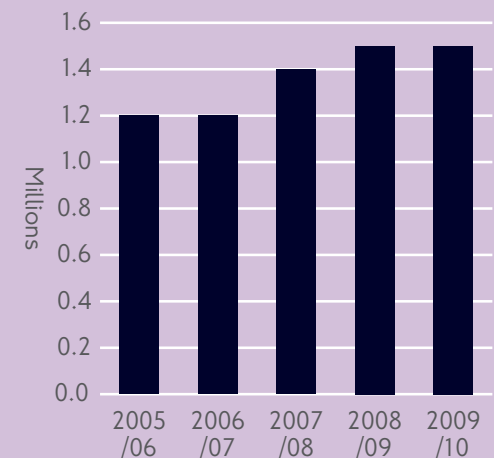
Funding fluctuates according to assessments of need and delivery of outcomes and objectives within LIPs. However, this mainly affects individual schemes changing as they move from design through implementation and/or aggregate annual phasing. Cumulative totals are unaffected.

Environmental impacts

- Reduced congestion, leading to less air pollution
- Increased use of sustainable modes, particularly walking and cycling
- Mitigation of impacts of cars

E&I impacts

- Include better facilities for disabled people, delivering greater Disability Discrimination Act compliance



BR-PR02

465

Project locations:
London boroughs

Manager: Tom Mansfield

Programme: FRACA

Title: Manager, FRACA

Projects: Regeneration and access corridors

Outputs

Mainly new, widened or improved borough roads, but also includes new parking provision and extended public transport services. Appropriate extension and promotion of sustainable modes, particularly walking and cycling.

Justification

Individual schemes deliver substantial benefits in local regeneration, economic development and access to jobs. They also enable TfL activities to be further integrated into smaller-scale local networks covering the 95% of London's roads managed by boroughs, as well as encouraging local jobs, regeneration and more effective use of (more appealing) public spaces. Several schemes are measured using outcome monitoring.

Outcomes

- Increased residential, commercial and retail provision
- Increased employment opportunities
- Greater use of sustainable modes
- Improved viability and vitality of town centres and industrial areas

Key milestones

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations made	November 2006
Delivery begins	April 2007
Delivery complete	March 2008

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements, depending on the circumstances of each area. There will be a combination of planned and integrated construction, signing, instrumentation, streetscape and street-scene related costs developed during the design and consultation phases of each individual project

£1.4m

Environmental impacts

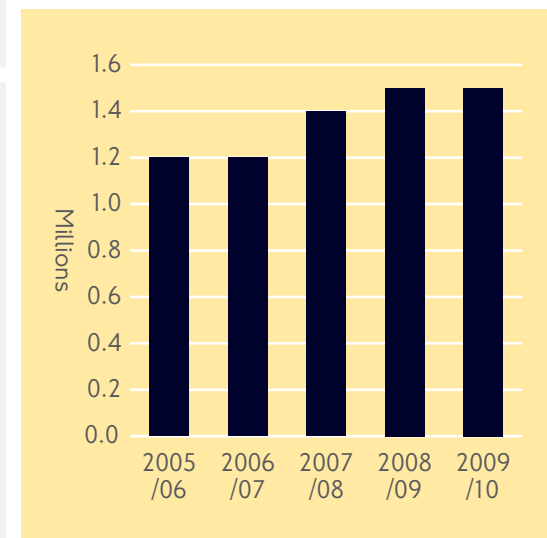
- Reduced congestion leading to less pollution
- Significant improvements to previously unused or under-used land

E&I impacts

- Improved employment opportunities and reduced physical barriers

Narrative on cost changes

Funding fluctuates according to assessment of need and delivery of outcomes and objectives.



Programme: Travel planning and awareness (including schools)

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Patrick Allcorn

Portfolio: School travel plans

Title: Travel Planning Manager

Projects: School travel plans

Outputs

The portfolio is a mix of capital and revenue spend. The exact impact will vary, but the capital element of work in the schools' portfolio may include highway engineering works, such as new pedestrian crossings.

Narrative on cost changes

Previously described as Safer Routes to Schools (SRtS), school travel plans can give rise to an SRtS during implementation. Funding fluctuates according to assessments of need and delivery of outcomes and objectives. However, this mainly affects individual schemes changing as they move from design through implementation and/or aggregate annual phasing.

Outcomes

- Reduced use of private cars for journeys in London, with particular emphasis on trips to and from schools

Key milestones

Guidance issued	February 2004
Submissions received	July 2004
Initial evaluation	October 2004
Allocations made	November 2004
Delivery begins	April 2005
Delivery complete	March 2006

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements across all London boroughs. There will be a combination of planning, awareness raising and promotion of travel choice activities leading to implementation of the approved travel plan. This could cover walking-bus style actions to highway, signing, instrumentation, streetscape and street scene alterations. Travel Awareness has no on-street expenditure

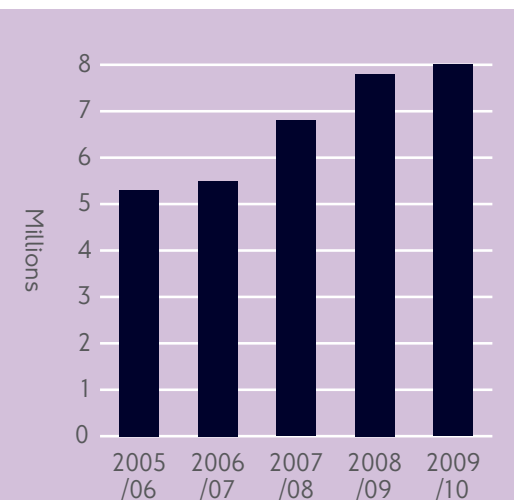
£6.8m

Environmental impacts

- Less private car use will have an impact on reducing air emissions and noise

E&I impacts

- Focuses on benefits to children and parents, improving health, road safety and perceptions of road danger for vulnerable road users through active travel to schools and the inclusion of children with special educational needs in an active travel programme



Portfolio: School travel plans

Primary category:
Enhancing Quality of Service

Project locations:
London boroughs

Manager: Patrick Allcorn

Programme: Travel planning and awareness

Title: Travel Planning Manager

Projects: School travel plans

Outputs

Approximately 100 schools each year are covered by this programme.

The portfolio is a mix of capital and revenue spend. It includes, for example, compiling school travel plans, raising awareness about travel choices and setting up walking-buses. The works element may include highway engineering such as signing, street tables and new pedestrian crossings.

Justification

Schemes offer substantial benefits in delivering and promoting use of public transport and other sustainable modes, and moving away from car use on the 'school run'. The schemes are a key component in delivering Mayoral safety and school travel targets and initiatives. They are linked to Department for Education and Skills programmes with similar national objectives. Many schemes are measured using outcome monitoring.

Outcomes

- Reduces percentage of children travelling to and from school by private car
- Improves child road safety
- Improves perceptions of relative dangers by parents
- Healthier children
- More sustainable travel choices by school employees

Key milestones

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations made	November 2006
Delivery begins	April 2007
Delivery complete	March 2008

During delivery, bi-monthly reports are received on programme progress across all schemes. This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Schemes deliver a wide variety of different elements, depending on the circumstances of each school. There will be a phase of planning school travel, including raising awareness and promoting choices, followed by a combination of delivery of activities and works designed in the earlier planning stage. The activities could include a walking-bus and the works will be a combination of street alterations, including highway signing, instrumentation and streetscape related costs

£6.8m

Narrative on cost changes

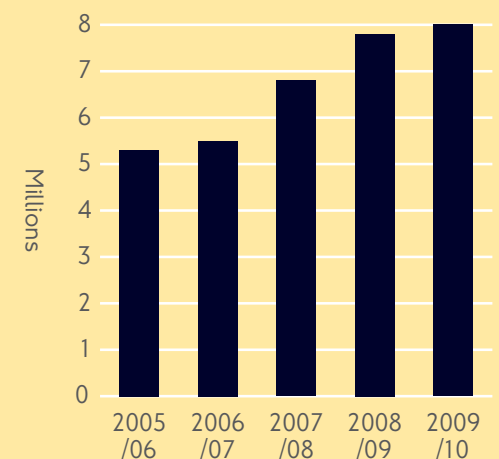
Safer Routes to Schools projects arise from school travel plans and deliver, in principle, almost all the capital element of school travel planning. Funding fluctuates according to assessment of need and delivery of outcomes and objectives.

Environmental impacts

- Less private car use will have an impact on reducing air emissions and noise

E&I impacts

- Focuses on benefits to children and parents, improving health, road safety and perceptions of road danger for vulnerable road users through active travel to schools and the inclusion of children with special needs in an active travel programme



BR-PF05

468

Project locations:
London boroughs

Manager: Colin Mann

Portfolio: Thames Road Bexley and detrunking

Title: Head of Borough Programmes

Projects: Thames Road Bexley and detrunking

Outputs

Portfolio includes capital works on A1306, A106 and A11 – now almost complete – and widening of the A206 (Thames Road) in Bexley.

Justification

Reduce community severance by altering existing layout of A1306.

Decongest A206 and enable regeneration in the local area.

Outcomes

- Reduction in highway congestion and improvements in walking and cycling facilities

Key milestones

A1306 works final phase start on site December 2004

Tendering for Thames Road starts December 2004

Completion of A1306 and M11 link road related detrunking March 2006

Works scheduled to finish and re-opening of road June 2007

Cost breakdown for 2007/08

There will be a mix of construction, signing, instrumentation and streetscape costs £2m

Environmental impacts

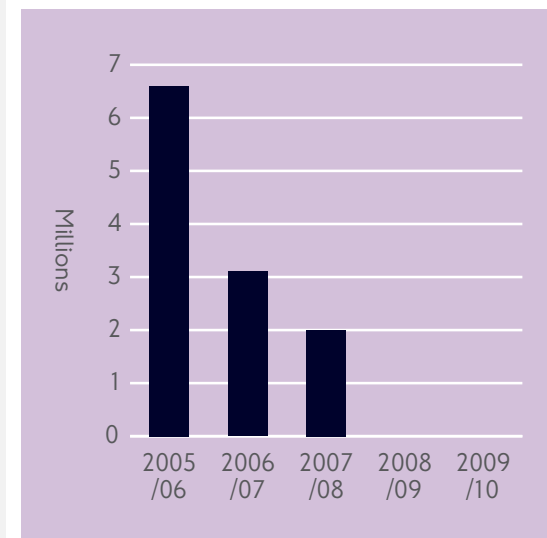
- Reduced congestion leading to better air quality

E&I impacts

- Improved transport access to sustain regeneration

Narrative on cost changes

Cost changes are in accordance with the agreements with Central Government. TfL's contributions are, therefore, restricted in total, although annual phasing has altered to reflect progress, especially on Thames Road, Bexley, on which construction has begun.



Portfolio: Thames Road Bexley

Primary category:
Enhancing Quality of Service

Project locations:
London Borough of Bexley

Manager: Tom Mansfield

Programme: Other borough capital investments

Title: Manager, FRACA

Projects: Thames Road Bexley

Outputs

Widening of the A206 (Thames Road) in Bexley for 1.8km between Perry Street and University Way. Dual carriageway to replace current single lane provision. Reconstruction of rail overbridge, landscaping and environmental protection measures for adjoining properties. Jointly funded with the Office of the Deputy Prime Minister, now the Department for Communities and Local Government (DCLG).

Justification

Joint funding by TfL and DCLG of major outer London scheme to decongest important link and enable local regeneration opportunities to be more fully realised.

Outcomes

- Reduced traffic congestion
- Easier access to industrial sites and development areas
- Better walking, cycling and bus provision

Cost breakdown for 2007/08

There will be a mix of construction, signing, instrumentation, streetscape type costs £2m

Environmental impacts

- Reduced congestion

Key milestones

Main works tender	December 2004
Advance works	March 2005
Rail bridge demolition	June 2006
Widened road opens	June 2007

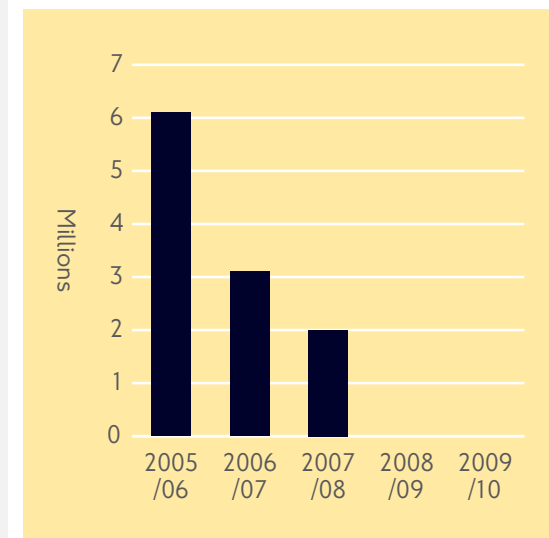
Narrative on cost changes

Spend continues after 2009/10 to deal with Land Compensation Act payments. The agreement with DCLG estimates these at £1.84m. There are discussions between TfL, DCLG and the borough during 2006/07, concerning the management of the rail bridge alterations element of the works.

TfL and DCLG contributions remain fixed as defined within the current signed agreement. Those figures may differ from those shown here.

E&I impacts

- Improved transport access to sustain or enhance job levels in riverside estates



Project locations:
London Boroughs

Manager: Bob Bruty

Programme: Other borough capital investments

Title: Manager, Local Area Schemes

Projects: Detrunking

Outputs

Impact on assets – alterations to the layout of the existing A1306, A106 and A11 roads in the sections bypassed by the new A13 and the M11 Link Road. Mainly capital works, including altered kerb lines, removal of lane division barriers etc.

Justification

Ring-fenced funds provided to TfL for a purpose now superseded. To be deployed for these purposes, with ministerial agreement, in order not to forgo the money and to deliver legitimate benefits to those schemes that would otherwise have had difficulty attracting funding. Most projects completed in 2005/06 or before, and the last works will occur in 2006/07.

Outcomes

- Improved walking, cycling and bus facilities
- Reduced visual intrusion and community severance
- Reduction in unnecessary highway capacity (replaced by main trunk roads nearby)

Key milestones

A1306 works final phase start on site December 2004

Completion of A1306 and M11 link road related detrunking March 2006

Cost breakdown for 2007/08

N/A

Environmental impacts

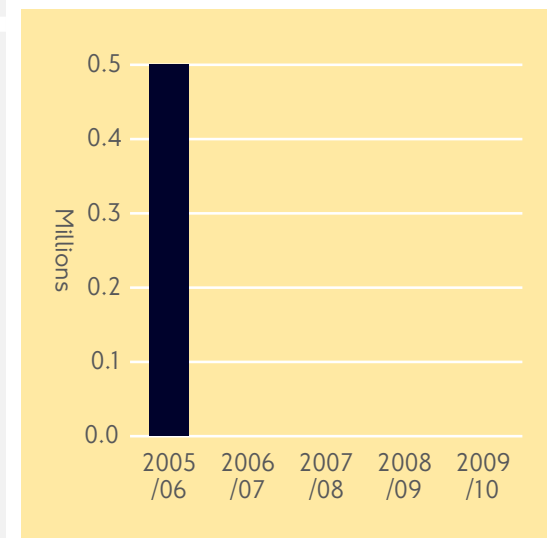
- Less visual intrusion
- Less community severance and improved street scene and highway utility

Narrative on cost changes

This is a set of projects, governed by agreement with the relevant boroughs and the DfT for the purposes specified.

E&I impacts

- Easier road crossings, particularly for disabled people



Programme: Bus priority (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: John Perry

Portfolio: Bus priority borough schemes

Title: Acting Head Proj. Plng. & Dev., Bus Prior.

Outputs

Completion of 100 bus lane schemes (2006/07 to 2009/10), 11,000 bus lane kilometre hours per week, part completion of nine new network corridors with enhanced bus priority measures, etc. Details are shown for individual projects.

Justification

Bus priority protects passengers from unnecessary delays caused by increasing traffic congestion, resulting in quicker, more reliable bus journeys. It also reduces the cost of accommodating growth in passenger numbers.

Outcomes

- Improved bus reliability and reduced journey time through protection of buses from increasing traffic congestion
- Contributes to preventing an increase in excess waiting time and generates journey time benefits

Key milestones

Bus priority measures LIPs annual cycle

25 bus lane schemes and 250 bus lane kilometre hours per week completed	March 2007
25 bus lane schemes and 250 bus lane kilometre hours per week completed	March 2008
25 bus lane schemes and 250 bus lane kilometre hours per week completed	March 2009
25 bus lane schemes and 250 bus lane kilometre hours per week completed	March 2010

Cost breakdown for 2007/08

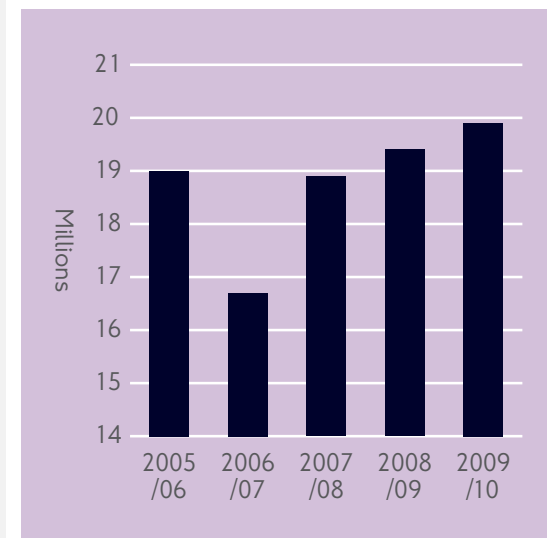
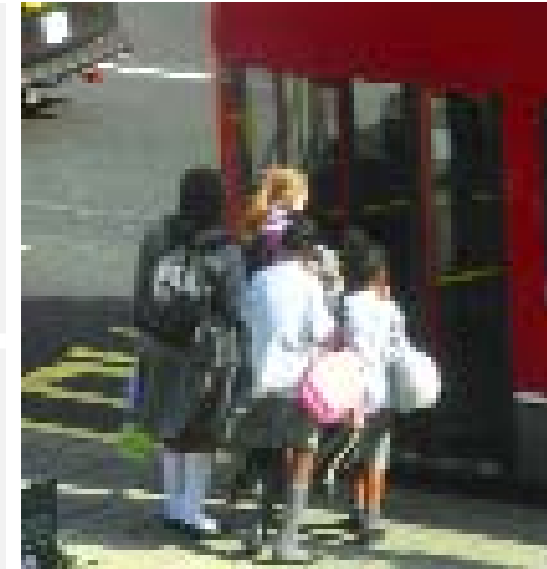
Borough schemes £18.9m

Environmental impacts

Better bus reliability and lower journey times will result in more bus passengers and fewer cars, contributing to a reduction in emissions and better air quality. One fully loaded bus emits, on average, 16 times less carbon dioxide than the equivalent number of cars. There would be similar levels of reduction in other emissions, such as sulphur dioxide and nitrogen dioxide. Buses account for 18% of daily travel in London, but only 3% of transport energy usage.

E&I impacts

- Improved accessibility (including providing for fully accessible buses), reliability and journey times will help to increase the overall capacity of London's transport system. It will promote equality and inclusion to the benefit of all target groups, particularly women, older people, ethnic minority groups and disabled people (who tend to have lower levels of access to private transport and rely more on bus travel). Buses are used proportionally more by those in socio-economic groups C2, D and E



Portfolio: Bus priority borough schemes (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: John Perry

Programme: Bus priority

Title: Acting Head Proj. Plng. & Dev., Bus Prior.

Outputs

Completion of 100 bus lane schemes (2006/07 to 2009/10), part completion of nine new network corridors with intensified bus priority measures etc.

Key milestones

Bus priority measures LIPs annual cycle

25 bus lane schemes and 250 bus lane kilometre hours per week completed March 2007

25 bus lane schemes and 250 bus lane kilometre hours per week completed March 2008

25 bus lane schemes and 250 bus lane kilometre hours per week completed March 2009

25 bus lane schemes and 250 bus lane kilometre hours per week completed March 2010

Justification

Bus priority protects passengers from unnecessary delays caused by increasing traffic congestion, resulting in quicker, more reliable bus journeys. It also reduces the cost of accommodating growth in passenger numbers.

Cost breakdown for 2007/08

Borough schemes £18.9m

Environmental impacts

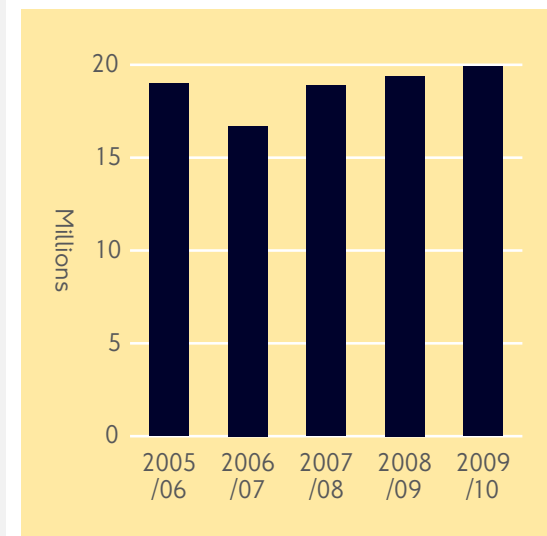
Better bus reliability and lower journey times will result in more bus passengers and fewer cars, contributing to a reduction in emissions and better air quality. One fully loaded bus emits, on average, 16 times less carbon dioxide than the equivalent number of cars. There would be similar levels of reduction in other emissions, such as sulphur dioxide and nitrogen dioxide. Buses account for 18% of daily travel in London, but only 3% of transport energy usage.

Outcomes

- Improved bus reliability and reduced journey times through protection of buses from increasing traffic congestion
- Contributes to preventing an increase in excess waiting time. Assists in preventing increases in operating costs and generates journey time benefits

E&I impacts

- Improved accessibility (including providing for fully accessible buses), reliability and journey times will help to increase the overall capacity of London's transport system. It will promote equality and inclusion to the benefit of all target groups, particularly women, older people, ethnic minority groups and disabled people (who tend to have lower levels of access to private transport and rely more on bus travel). Buses are used proportionally more by those in socio-economic groups C2, D and E



Programme: Road renewals (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: Dana Skelley

Portfolio: Bridge structure strengthening and capital renewals

Title: Head of Road Network Mgmt

Outputs

Borough Principal Road Network (BPRN) – 2,870 lane kilometres of principal roads, and 1000km of footways, managed by the London boroughs.

Carriageways and footways – deterioration arrested and condition improved progressively over the plan period.

Borough structure strengthening programme – there are 245 bridges to be strengthened, 76 to be assessed and 291 with interim measures to keep them open.

Cost breakdown for 2007/08

Bridge strengthening	£7.7m
Principal road renewal – borough roads	£26m

Outcomes

Sustains accessibility for all road users by reducing the risk of deterioration of the network, producing requirements for repetitive repairs and associated traffic congestion. Structure strengthening reduces the risk of weight restrictions and road closures.

Justification

The programme of capital renewal of carriageways and footways is based on annual condition surveys. Programmes of reconstruction and resurfacing are delivered. These are progressively improving the condition and safety of carriageways and footways across the BPRN.

The programme also includes the strengthening of borough structures to raise capacity to current standards.

Key milestones

LIPs annual cycle

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations will be made	November 2006
Scheme approval	February 2007
Delivery begins	April 2007
Delivery complete	March 2008

Once an allocation is made, boroughs submit a detailed programme proposal to describe and schedule the work.

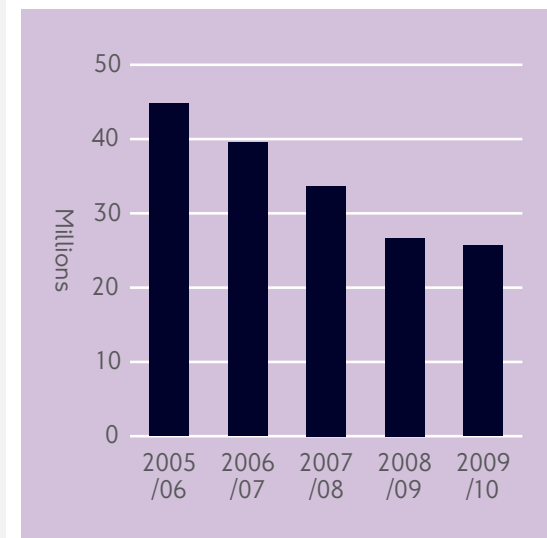
During delivery, bi-monthly reports are received on programme progress across all schemes.

Environmental impacts

- Non-availability of these essential routes and assets would produce both severe congestion and extensive diversions for vehicles, as well as cyclists and pedestrians. Where practical, boroughs are being encouraged to maximise recycling and reuse of appropriate materials, producing environmental benefits

E&I impacts

- Good accessibility via these routes and assets is essential for the London economy and social interaction. The severance that would result from non-availability of these routes would be detrimental to inclusion objectives for all sections of the local community. There are also equalities implications, as closure would impact particularly on those people within the community without access to alternative forms of travel



BR-PR06

474

Portfolio: Bridge structure strengthening (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: Dana Skelley

Programme: Road renewals

Title: Head of Road Network Mgmt

Outputs

There are 245 bridges in the programme to be strengthened, 76 to be assessed and 291 with interim measures to keep them open.

Justification

A programme of strengthening of borough structures, the aim being to raise their loading capacity to the current EC standard of 44 tonnes.

Environmental impacts

- Non-availability of these essential routes and assets would produce both severe congestion and extensive diversions for vehicles, as well as cyclists and pedestrians. Where practical, boroughs are being encouraged to maximise recycling and reuse of appropriate materials, producing environmental benefits

Key milestones

LIPs annual cycle

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations will be made	November 2006
Scheme approval	February 2007
Delivery begins	April 2007
Delivery complete	March 2008

Cost breakdown for 2007/08

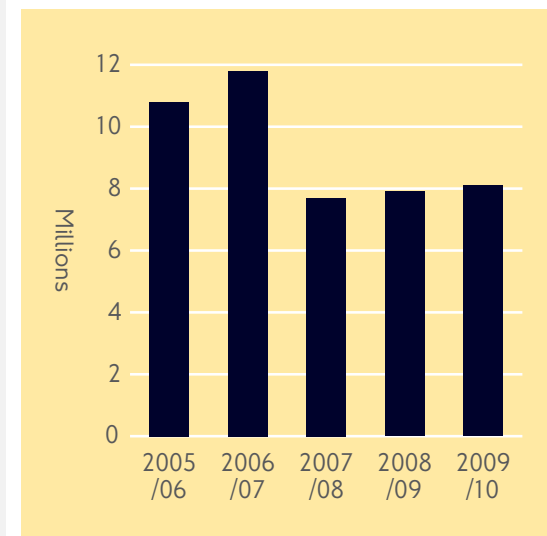
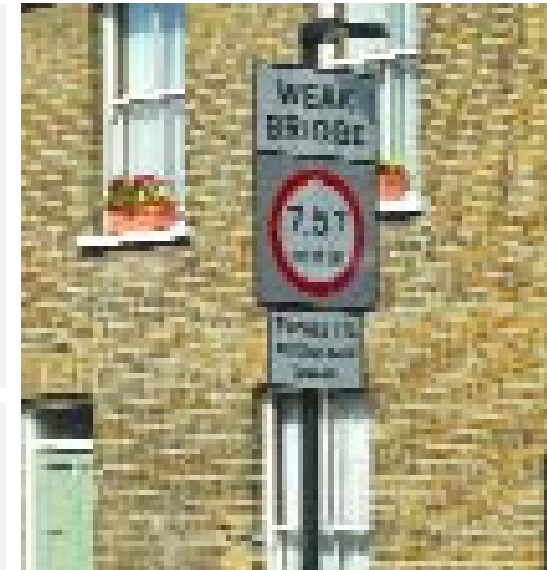
Bridge strengthening £7.7m

Outcomes

Bridges capable of carrying highway loading.

E&I impacts

- Good accessibility via these routes and assets is essential for the London economy and social interaction. The severance that would result from non-availability of these routes would be detrimental to inclusion objectives for all sections of the local community. There are also equalities implications, as closure would impact particularly on those people within the community without access to alternative forms of travel



Portfolio: Capital renewal – borough roads (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: Dana Skelley

Programme: Road renewals

Title: Head of Road Network Mgmt

Outputs

Borough Principal Road Network (BPRN) – 2,870 lane kilometres of principal roads and 1,000km of footways, managed by the London boroughs.

The objective is to clear the maintenance backlog and bring the roads up to a serviceable state of repair. Asset surveys using national condition index (UKPMS) results outline the condition of the roads on the BPRN, and these details enable the borough bids to be prioritised. The proportion of the BPRN currently with a condition of 70 or over (the worst condition described) is 9.1%.

Cost breakdown for 2007/08

Capital renewal borough roads – principal road renewal £26m

Narrative on cost changes

Costs for 2006/07 remain unchanged at £27.7m.

Justification

The programme of capital renewal of carriageways and footways is based on annual condition surveys. Programmes of reconstruction and resurfacing are delivered that are progressively improving the condition and safety of carriageways and footways across the BPRN.

Key milestones

LIPs annual cycle

Guidance issued	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations will be made	November 2006
Scheme approval	February 2007
Delivery begins	April 2007
Delivery complete	March 2008

Once an allocation is made, boroughs submit a detailed programme proposal to describe and schedule the work.

During delivery, bi-monthly reports are received on programme progress across all schemes.

Outcomes

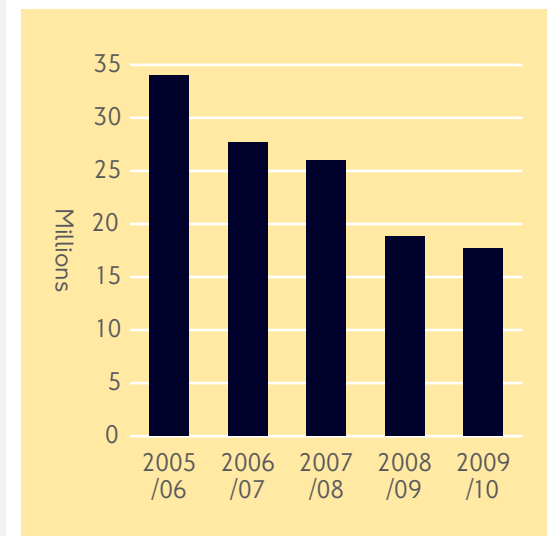
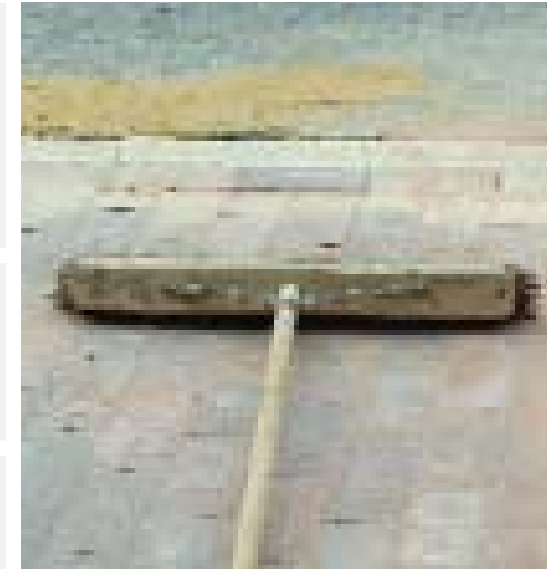
- Sustains accessibility for all road users by reducing the risk of deterioration of the network, repetitive repairs and associated traffic congestion

Environmental impacts

- Where practical, boroughs are being encouraged to maximise recycling and reuse of appropriate materials

E&I impacts

- Good accessibility via these routes is essential for the London economy and social interaction. The severance that would result from non-availability of these routes would be detrimental to inclusion objectives for all sections of the local community. There are also equalities implications, as closure would impact particularly on those people within the community without access to alternative forms of travel



Programme: Traffic operations (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: Phil Davies

Portfolio: BPRN signals modification, BPRN systems software and signal installations

Title: Director of Traffic Operations

Outputs

- More modern control equipment at signal-controlled junctions on borough roads
- Systems software development produces updated versions of real-time traffic control, traffic monitoring and traffic information systems operated by the Directorate of Traffic Operations (DTO)
- Creation of new infrastructure
- Modification to borough highways, installing ducting, realignment of kerbs and changes to surfacing and signing
- Tactile paving

Justification

The DTO is tasked with 'Keeping London Moving'. It achieves this through real-time traffic management, the ongoing improvement and application of new technology and the expansion and modernisation of traffic control infrastructure. This programme specifically supports signals installation and modernisation through the development of systems to support the traffic management function on borough roads.

Cost breakdown for 2007/08

Borough Principal Road Network (BPRN) signals modernisation	£3.9m
BPRN systems software	£1.3m
Borough signal installation	£2.2m

Key milestones

Release 1 of OPUS Urban Traffic Control (UTC) modernisation	July 2006
DTO toolkit – Western Extension Zone (WEZ) enhancements	November 2006
London Traffic Information System (LTIS) upgrade	December 2006
UTC Systems Development and Resilience (SCDR)	March 2007
35 traffic signal schemes commissioned	March 2007
140 traffic signals commissioned	March 2007
Modernisation of 80 borough junctions and 36 borough pelicans	March 2007
Release 2 of OPUS UTC modernisation	March 2007
Release 3 of OPUS UTC modernisation	August 2007
Release 4 of OPUS UTC modernisation	March 2008
132 traffic signal schemes commissioned	March 2008
Modernisation of 200 borough junctions and 100 borough pelicans	March 2008
This is part of the annual LIP funding and delivery process.	

Narrative on cost changes

The current Investment Programme reflects the changes in the clients forecast programme of works.

Outcomes

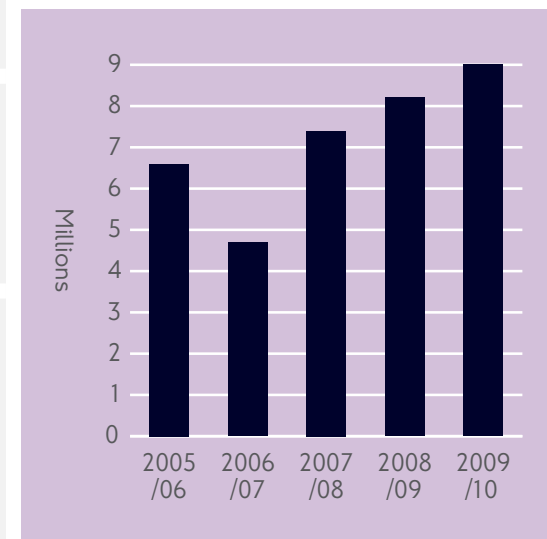
- Improved, more efficient movement of people and goods on London's roads
- Improved pedestrian facilities to assist those walking and using public transport
- An efficient traffic control system making a direct contribution to safety for all road users
- Reduction in congestion and improved journey time reliability
- BVPI165 – facilities for disabled people, pedestrians and cyclists, and bus priority

Environmental impacts

- A reduction in congestion improves the air quality
- New products improve the aesthetics of the environment

E&I impacts

- Takes into account the obligations and requirements of all road users
- This work will assist disabled people by providing real-time information that will allow them to pre-plan their journeys effectively



Portfolio: BPRN signals modernisation (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
London boroughs

Manager: Alan Bristow

Programme: Traffic operations

Title: Head of Real-time Operations

Outputs

More modern control equipment at signalled junctions on borough roads.

Key milestones

80 borough junctions modernisation	March 2007
123 borough pelicans modernisation	March 2007
100 borough junctions modernisation	March 2008
160 borough pelicans modernisation	March 2008

Numbers to be determined on a quantity basis as part of business planning prioritisation with clients and borough partnerships.

This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Borough Principal Road Network (BPRN) signals modernisation	£3.9m
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Justification

To replace London's traffic signals equipment as it becomes life-expired or uneconomic to maintain. To ensure reliable performance of traffic signals and incorporate new technology and features.

Narrative on cost changes

To support the reduction of the life cycle of assets from 20 to 15 years in accordance with DfT guidelines. This will be undertaken over a five-year period.

Environmental impacts

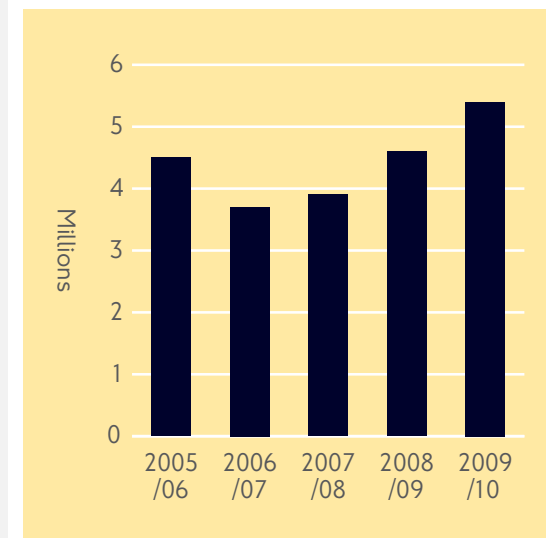
- Reduced congestion leads to improved air quality
- New products improve the aesthetics of the environment

E&I impacts

- This work contributes to BVPI165, which relates to the provision of facilities for disabled pedestrians through dropped kerbs and tactile crossing indicators

Outcomes

- Improved, more efficient movement of people and goods on London's roads
- Improved facilities to assist those walking and using public transport
- An efficient traffic control system making a direct contribution to safety for all road users
- Improved pedestrian facilities to assist those walking and using public transport (BVPI165 impact)
- Renewed traffic signal assets ensuring alignment with emerging technology and greater reliability
- Reduced number of faults, and an efficient traffic control system making a direct improvement to safety and reducing disruption for all
- Reduced congestion across the network as a result of reduced equipment down-time and review of timings



Portfolio: BPRN systems software (LIPs – Surface Transport)

Primary category:
Current Service

Project locations:
Pan-London

Manager: Ranjit Latchman

Programme: Traffic operations

Title: Chief Eng. – Systems Software

Outputs

Systems software development produces updated versions of the real-time traffic control, traffic monitoring and traffic information systems operated by the Directorate of Traffic Operations (DTO).

Justification

To apply systems software development knowledge and competence to design or enhance appropriate information systems solutions to DTO's operational requirements.

Outcomes

- Improved, more efficient movement of people and goods on London's roads
- Software enhancements and projects delivered in a timely manner to support the operation of DTO
- Ensure London remains at the leading edge of traffic control through technological advances

Key milestones

Release 1 of OPUS Urban Traffic Control (UTC) modernisation July 2006

DTO toolkit – Western Extension Zone enhancements November 2006

London Traffic Information System upgrade December 2006

Release 2 of OPUS UTC modernisation March 2007

Release 3 of OPUS UTC modernisation August 2007

Release 4 of OPUS UTC modernisation March 2008

This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

Borough Principal Road Network (BPRN) systems software £1.3m

Narrative on cost changes

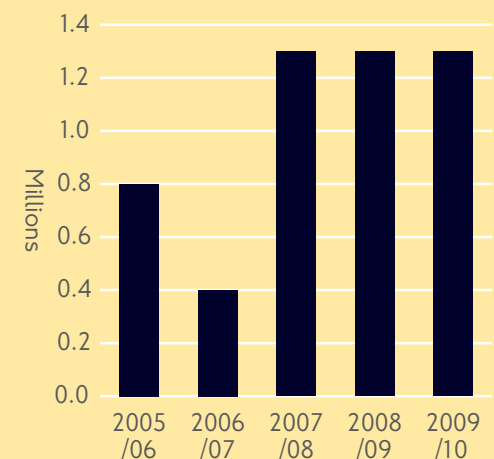
The current Investment Programme reflects the changes in the client's forecast programme of works.

Environmental impacts

- Improved traffic coordination and reduced congestion, resulting in less pollution

E&I impacts

- The improved movement of goods and people may assist in the reduction of child casualties on the Transport for London Road Network, through better traffic control and technological advances



Portfolio: Signal installations for boroughs (LIPs – Surface Transport)

Primary category:
Meeting Demand Growth

Project locations:
London boroughs

Manager: Steve Kemp

Programme: Traffic operations

Title: Head of Traffic Infrastructure

Outputs

- Creation of new infrastructure
- Modification to borough highways, installation of ducting, realignment of kerbs and changes to surfacing and signing
- Tactile paving

Key milestones

35 traffic signal schemes commissioned June 2006

35 traffic signal schemes commissioned March 2006

35 traffic signal schemes commissioned December 2006

35 traffic signal schemes commissioned March 2007

132 traffic signal schemes commissioned March 2008

132 traffic signal schemes commissioned March 2009

132 traffic signal schemes commissioned March 2010

Numbers to be determined on a quantity basis as part of business planning prioritisation with clients and borough partnerships.

Justification

Responsible for the design, installation and commissioning of all traffic signals schemes.

Narrative on cost changes

The current Investment Programme reflects the changes in the client's forecast programme of works.

Outcomes

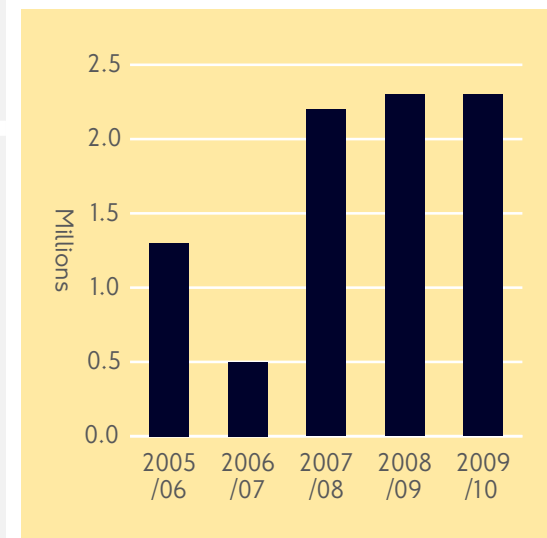
- Improvements in the facilities available to road users at traffic signal installations on borough roads
- Future demand will be regulated by a need for the individual client boroughs to demonstrate that a scheme does not have a detrimental effect on the network
- BVPI165 – facilities for disabled people, pedestrians and cyclists, and bus priority

Environmental impacts

- Dependent on location
- Improvements may include reduced vehicle emissions

E&I impacts

- Depending upon the exact requirements from the boroughs, this work will contribute to BVPI165 through implementing drop-kerbs and tactile paving. Some schemes may include pedestrian facilities to support visually impaired people



BR-PF13

480

Project locations:
London boroughs

Manager: Chris Feltham

Portfolio: Borough road safety plan

Title: Road Safety Engineering Manager

Outputs

Changes to the physical road layout of borough roads at selected locations, road surfaces and signing, and other changes as required for each road safety remedial measure.

Justification

The overall road safety programme seeks to meet Government and Mayoral road safety targets.

The Mayor's targets are:

- A reduction of 50% in numbers killed and seriously injured (KSI) by 2010, compared with 1994–1998 overall, and separately for pedestrians and pedal cyclists
- A reduction of 40% in the number of motorcyclists KSI
- A reduction of 60% in the number of children KSI
- A reduction of 25% in the slight casualty rate per 100 million vehicle kilometres

Outcomes

- Reduced road casualties in line with Government and Mayoral targets on all London's roads
- Reduction in the annual rate of KSI casualties to 3,342 by 2010

Key milestones

LIPs annual cycle

Guidance issued to boroughs (achieved)	February 2006
Submissions received	July 2006
Initial evaluation	October 2006
Allocations announced	November 2006
Scheme approvals made	February 2007
Delivery begins	April 2007
Delivery complete	March 2008

Note: Once an allocation is made, boroughs submit a detailed programme proposal to describe and schedule the work.

During delivery, bi-monthly reports are received on programme progress across all schemes.

This is part of the annual LIP funding and delivery process.

Cost breakdown for 2007/08

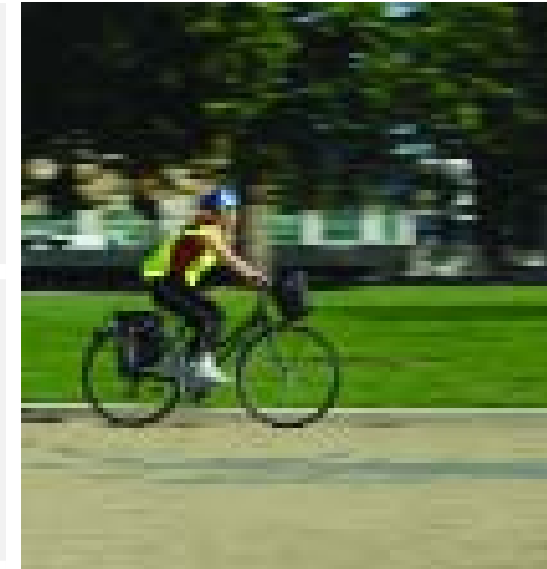
Borough road safety schemes £29.5m

Environmental impacts

- Modal shift from private car to cycling and walking will have an indirect impact on reducing harmful air emissions (NO_x and PM₁₀) resulting from reduced congestion, and traffic noise

E&I impacts

- Greatly improved levels of road safety that will bring obvious benefits to powered two-wheelers, cyclists and pedestrians, particularly children



Project locations:
London boroughs

Manager: Chris Feltham

Programme: Road safety

Title: Safety Engineering Manager

Outputs

Changes to the physical road layout of borough roads at selected locations, road surfaces and signing, and other changes as required for each road safety remedial measure.

Key milestones

Guidance issued	February 2007
Submissions received	July 2007
Initial evaluation	October 2007
Allocations announced	November 2007
Scheme approvals made	February 2008
Delivery begins	April 2008
Delivery complete	March 2008

Note: Once an allocation is made, boroughs submit a detailed programme proposal to describe and schedule the work.

During delivery, bi-monthly reports are received on programme progress across all schemes.

This is part of the annual LIP funding and delivery process.

Justification

The overall road safety programme seeks to meet Government and Mayoral road safety targets.

The Mayor's targets are:

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Cost breakdown for 2007/08

Borough road safety schemes £29.5m

Outcomes

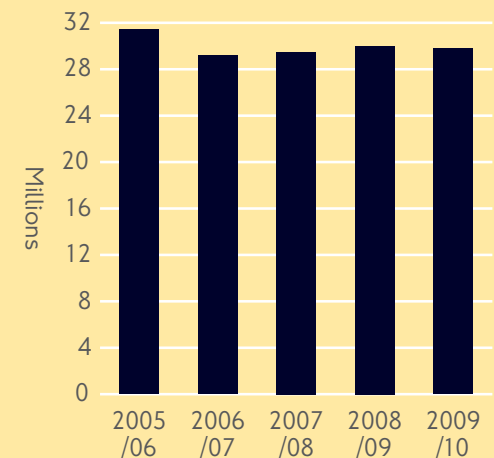
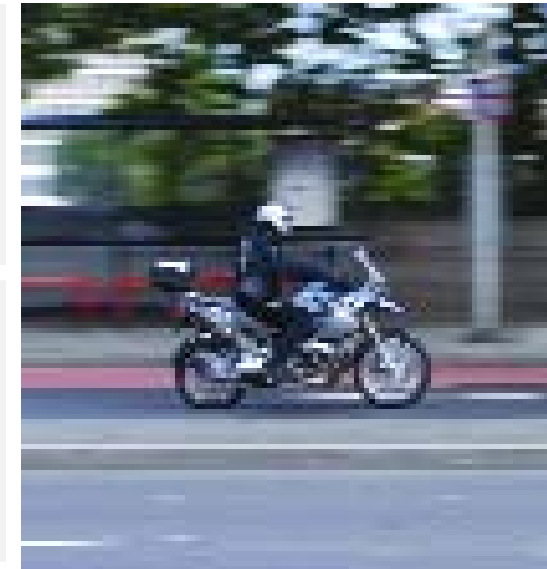
- Reduced road casualties in line with Government and Mayoral targets on all London's roads
- Reduction in the annual rate of KSI casualties to 3,342 by 2010

Environmental impacts

- Modal shift from private car to cycling and walking will have an indirect impact on reducing harmful air emissions (NO_x and PM₁₀) resulting from reduced congestion, and traffic noise

E&I impacts

- Greatly improved levels of road safety that will bring obvious benefits to powered two-wheelers, cyclists and pedestrians, particularly children



Project locations:
London boroughs

Manager: Peter McBride

Portfolio: Walking schemes, Cycling – LCN, Cycling – TfL, Bus route access

Title: Interim Head of Cyc., Walk. & Access.

Outputs

Walking

- New footpaths and footbridges
- Pedestrian signing
- Replacing subways with surface level crossings and upgrading pedestrian crossings

Refuges

Cycling

- Cycle parking
- Local access improvements
- Green corridor routes
- London Cycle Network Plus (LCN+)

Refer to descriptions under key milestones from 2007/2008 to 2009/2010.

Justification

The programme will increase the number of people walking and cycling within London. The cycling programme includes creating and sustaining an environment and culture that makes cycling an attractive, safe transport option, leading to an 80% increase in trips by 2010. The walking programme supports measures to create a connected, safe, convenient and attractive environment for pedestrians, leading to a 10% increase in the number of trips undertaken on foot by 2015, together with longer journeys being undertaken by a combination of walking and public transport.

Key milestones

Cycling

- Completion of green Cycle Route Implementation Stakeholder Programme (CRISP) development/design corridor studies December 2007
- Provision of parking places on street and at stations March 2008
- Local access, safety and priority improvements March 2008
- Cycle training in 31 London boroughs March 2008
- Completion of LCN+ links (850km on borough roads and the TLRN) March 2010

Walking

- Exemplar schemes within shopping centres, including clutter removal, wider footways and crossing upgrades March 2008
- Personal security improvements, signing schemes, tunnel upgrades, new crossings (formal and informal) March 2008
- This is part of the annual LIP funding and delivery process.

Outcomes

- 80% increase in cycling by 2010 over 2000 base. For 2007/08, cycle index forecast of 198
- Increased walking: six million journeys on foot by 2016. 2007/08 forecast of 5.6 million trips
- Fewer pedestrian and cycle casualties: 50% reduction in KSI by 2010

Cost breakdown for 2007/08

Borough roads walking scheme	£5.1m
Borough roads (LCN) cycling scheme	£17.6m
Borough roads (TfL) cycling	£2.8m
Borough bus route access	£3.6m

Environmental impacts

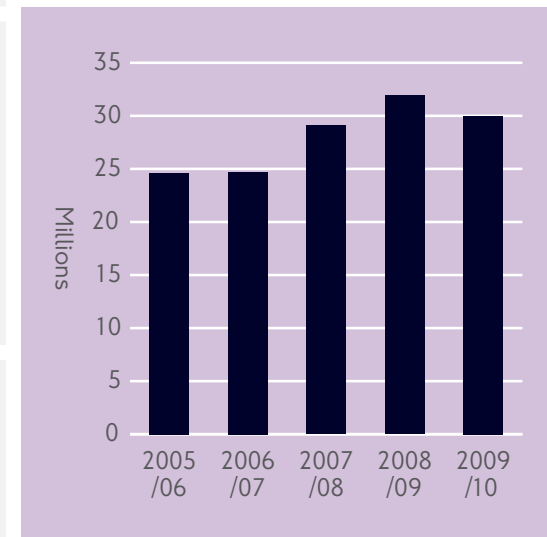
- Modal shift from private car to walking and cycling will have a positive impact on reducing air emissions and traffic noise
- Streetscape improvements enhance the environment and improve accessibility

E&I impacts

- Cycling is a low cost, convenient means of personal transport that is available to everyone
- The programme extends access to facilities, employment and amenities
- Improves safety and personal security for vulnerable users groups

Narrative on cost changes

The funding levels agreed will enable progress to continue to be made towards achieving the Mayoral targets to increase cycling and walking.



Portfolio: Borough walking schemes (LIPs – Surface Transport)

Primary category:
Meeting Demand Growth

Project locations:
London boroughs

Manager: Peter McBride

Programme: Sustainability

Title: Interim Head of Cyc., Walk. & Access.

Outputs

New or upgraded assets include:

- New footpaths and footbridges
- Pedestrian signing and lighting
- Replacement of subways by surface level crossings and pedestrian crossings
- Refuges and informal crossings

Key milestones

Commission rolling programme of design and implementation of new and improved wayfinding to 2009/10 and beyond	March 2007
Baseline submissions from boroughs to be agreed	March 2007
Public consultation	June 2007
Final detailed design, programming and approvals	September 2007
Implement new/upgrade assets	March 2008

Narrative on cost changes

Progress will continue to be made towards meeting Mayoral targets to increase the modal share for walking and reduce the number and severity of pedestrian casualties. Measures to improve conditions for walking will also contribute to improving accessibility, social inclusion, streetscape and the environment. A new wayfinding initiative to help direct those making journeys on foot, and thus encourage greater use of this mode, will be undertaken.

Justification

Supports measures to create a connected, safe, convenient and attractive environment for pedestrians, leading to a 10% increase in the number of trips undertaken on foot by 2015, and longer trips being undertaken by a combination of walking and public transport. The portfolio is key to delivering a range of policies and proposals within the Mayor's Transport Strategy, London Plan and Mayor's Manifesto.

Environmental impacts

- Modal shift from private car and public transport to walking will have a positive impact on reducing air emissions and traffic noise. In addition, walking actively contributes to Mayoral and national targets on energy, efficiency and sustainability
- The pedestrian programme promotes sustainable development by providing infrastructure to ensure adequate access for trips to be undertaken by foot (and wheelchair)
- Streetscape improvements in support of urban design guidance

Cost breakdown for 2007/08

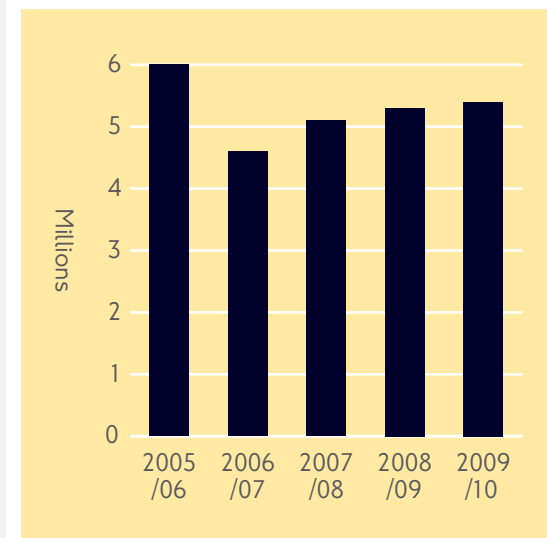
Borough roads walking scheme	£5.1m
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Outcomes

- Increase in walking trips by 10% by 2015, over a base level in 2000
- Use of London travel surveys to measure number of trips by foot. For 2007/08 index forecast of six million trips
- Reduced pedestrian casualties – target of 50% reduction in killed and seriously injured casualties by 2010
- Number of signalised crossings compliant with BV165

E&I impacts

- The portfolio allows more convenient and independent movement for everyone, opening up new opportunities for those previously unable to negotiate the streets
- The programme contributes to improving safety and personal security of more vulnerable road users (such as women and children) through measures such as improving lighting and removing blind spots



Portfolio: Borough roads cycling – LCN (LIPs – Surface Transport)

Primary category:
Meeting Demand Growth

Project locations:
London boroughs

Manager: Peter McBride

Programme: Sustainability

Title: Interim Head of Cyc., Walk. & Access.

Outputs

London Cycle Network Plus (LCN+)

- 850km network completed by end of 2009/2010, with remaining 150km and significant barriers implemented in following years

Key milestones

Baseline submissions received from boroughs	March 2007
Complete design for links and junctions	June 2007
Consultation(s)	September 2007
Final detailed design, programme and approvals	October 2007
Green Cycle Route Implementation	
Stakeholder Programme (CRISP) studies completion	December 2007
Install and commission LCN+ schemes	March 2008
850km LCN+ completed	March 2010

Narrative on cost changes

Progress will continue to be made towards meeting Mayoral targets to increase the modal share for cycling and reduce the number and severity of cyclist casualties. Measures to improve conditions for cycling will also contribute to improving accessibility, social inclusion, streetscape and the environment. Emphasis will continue on delivering the borough road sections of the LCN+.

Justification

The cycling programme includes measures to create and sustain an environment and culture that make cycling an attractive and safe transport option, leading to an 80% increase in trips by 2010. The programme is key to delivering a significant number of the policies and proposals contained within the Mayor's Transport Strategy, London Plan and the Mayor's Manifesto. The programme increases access and travel choice, reduces journey times, crowding and congestion, improves safety and security and promotes sustainable development and equality and inclusion.

Environmental impacts

- Modal shift will have a positive impact on reducing air emissions and traffic noise. Cycling is the most energy-efficient form of transport, contributing to Mayoral and national targets on energy efficiency and sustainability
- The cycling programme promotes sustainable development through the provision of appropriate infrastructure to ensure adequate access for trips to be undertaken by bike
- Streetscape improvements in support of urban design objectives

Outcomes

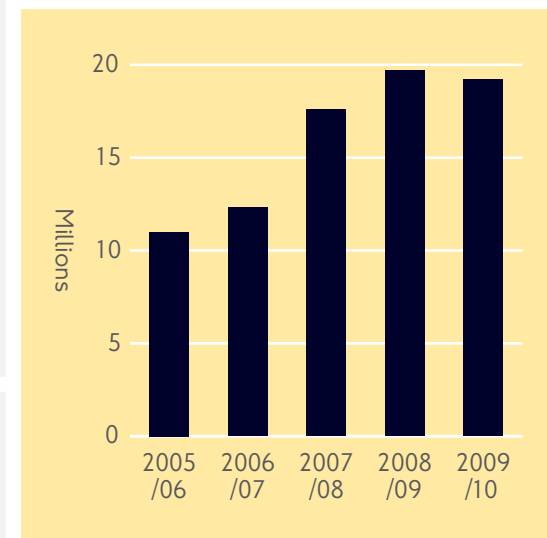
- Increase in cycling trips by 80% by 2010 over a base level in 2000
- TfL cycle index forecast of 195 at end of 2007/2008
- Reducing cycle casualties on LCN+ network – target of a 50% reduction by 2010

E&I impacts

- A low-cost, convenient means of personal transport that is available to people of all ages and abilities
- The programme is extending access to facilities, employment and amenities by enabling independent travel at a time, pace and route to suit the user
- Improving safety and personal security for cyclists in vulnerable user groups (such as children)
- Alternative to private and public transport, including offering mobility to a range of disabled people, such as those recovering from serious illness or with mobility impairment
- The cycling programme is key to creating sustainable communities

Cost breakdown for 2007/08

Borough roads cycling (LCN) £17.6m



Portfolio: Borough roads cycling – TfL (LIPs – Surface Transport)

Primary category:
Meeting Demand Growth

Project locations:
London boroughs

Manager: Peter McBride

Programme: Sustainability

Title: Interim Head of Cyc., Walk. & Access.

Outputs

- Cycle parking both on and away from the highway, but not sufficient to meet current or forecast demand
- Local access improvements (eg making one-way streets two-way for cyclists)
- Cycle training for children and adults

Key milestones

This is an ongoing programme with schemes at different stages.

Baseline submissions received from boroughs	March 2007
Complete design for access improvements, links through parks and cycle parking provision	June 2007
Consultation(s)	September 2007
Final detailed design, programme and approvals	October 2007
Install and commission schemes	March 2008

Cost breakdown for 2007/08

Borough roads cycling (TfL) £2.8m

Narrative on cost changes

Progress will continue to be made towards meeting Mayoral targets to increase the modal share for cycling and reduce the number and severity of cyclist casualties.

Justification

The cycling programme includes measures to create and sustain an environment and culture that makes cycling an attractive and safe transport option, leading to an 80% increase in trips by 2010. The programme is key to delivering a significant number of the policies and proposals contained within the Mayor's Transport Strategy, London Plan and the Mayor's Manifesto. In summary, the measures the programme supports increase access and travel choice, reduce journey times, reduce crowding and congestion, improve safety and security, and promote sustainable development, equality and inclusion.

Environmental impacts

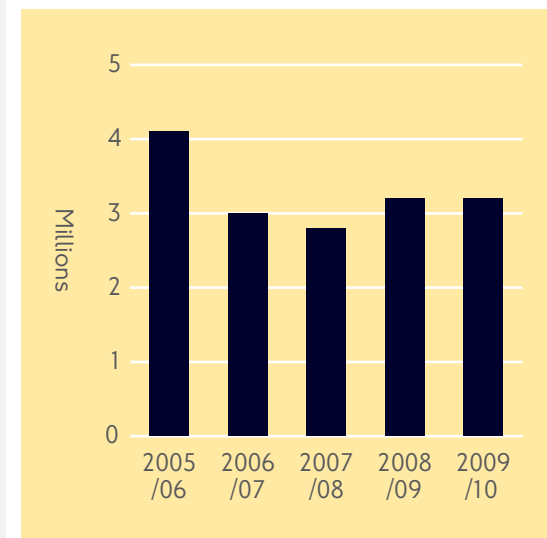
- Modal shift from private car to cycling will have an indirect impact on reducing air emissions and traffic noise
- Cycling actively contributes to Mayoral and national targets on energy efficiency and sustainability
- The cycling programme promotes sustainable development through the provision of appropriate infrastructure to ensure adequate access for trips to be undertaken by bike

Outcomes

- Increase in cycling trips by 80% by 2010, over a base level in 2000
- TfL cycle index forecast of 195 at end of 2007/08. Cycle casualties to be reduced – target is for a 50% reduction in those killed or seriously injured

E&I impacts

- A low cost, convenient means of personal transport that is available to people of all ages and abilities
- The programme is extending access to facilities, employment and amenities by enabling independent travel at a time, pace and route to suit the user
- Improving safety and personal security for cyclists in vulnerable user groups (such as children)
- Providing an alternative to private and public transport, including offering mobility to a range of disabled people, such as those recovering from serious illness or with mobility impairment



Portfolio: Borough bus route access

Primary category:
Enhancing Quality of Service

Project locations:
Pan-London

Manager: Peter McBride

Programme: Sustainability

Title: Interim Head of Cyc., Walk. & Access.

Outputs

Bus stop accessibility improvements (including cages, signing and lining, kerb realignments, shelters). These initiatives meet requirements of the Disability Discrimination Act (DDA). 380 stops to be treated by March 2008.

Key milestones

This is an ongoing programme – main milestones for the 2007/08 programme include:

Complete design of new facilities (bus cages, waiting and loading restrictions, kerb heights, signing, shelter seating etc.)	May 2007
Public consultation (if applicable) on schemes	June 2007
Final detailed design, programme and approvals	October 2007
Traffic management orders	October 2007
Implementation	March 2008
Commission	March 2008

Cost breakdown for 2007/08

Borough bus route access – bus stop upgrades £3.6m

Justification

12% of Londoners have a disability that limits their use of the street. The London-wide borough bus stop accessibility programme improves conditions for people travelling on foot and by wheelchair, by improving access to/from the bus stop and between the bus and the kerb, with the purpose of providing step-free access to users. The standards for accessible bus stops conform with TfL bus stop accessibility guidelines and DfT 'inclusive mobility' guidance.

Narrative on cost changes

Funding allows progress to continue against the objective of ensuring that all bus stops are accessible, to reflect the fact that London's bus fleet is now 100% accessible. The level of work required to achieve full bus stop accessibility will be informed by surveys ongoing in this and the following financial year.

Environmental impacts

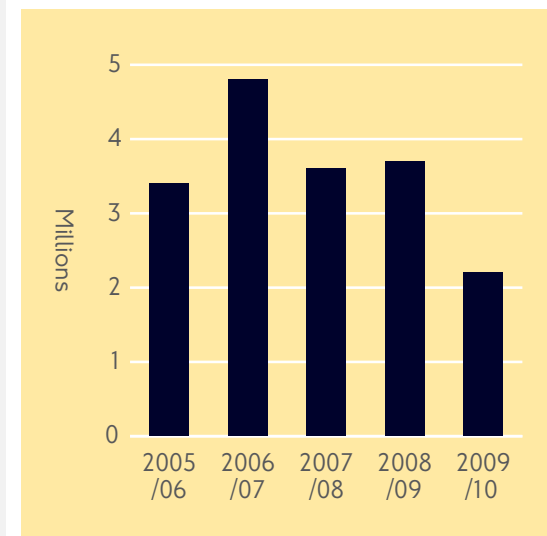
- Encouraging journeys by foot and wheelchair on buses, reducing dependence on cars, thereby bringing about an indirect improvement in air and noise quality
- Streetscape improvements in support of urban design guidance
- Ensuring the creation of an accessible environment in accordance with the principles of sustainable development

Outcomes

- Improve accessibility and social inclusion – increasing the number of trips on buses made by disabled people
- TfL mystery shopper disabled bus user satisfaction surveys used to determine percentage of stops accessible to users
- 80% satisfaction target for 2007/08. London-wide survey of all 18,000 bus stops underway

E&I impacts

- Accessible streets enable independent travel for everyone, including disabled people. This portfolio seeks to address a legacy whereby streets have been designed without proper regard for the needs of disabled people. The measures that it supports provide a streetscape with step-free access to buses. The improvements will support a year-on-year increase in the proportion of trips made by the target groups – including opening up new opportunities for travel among the 12% of disabled people
- Promoting social, cultural and diverse street scene activities, together with the creation of sustainable communities



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