

# Central London

Sub-regional Transport Plan, 2014 update



**Information**

All information is current until 31st March 2014

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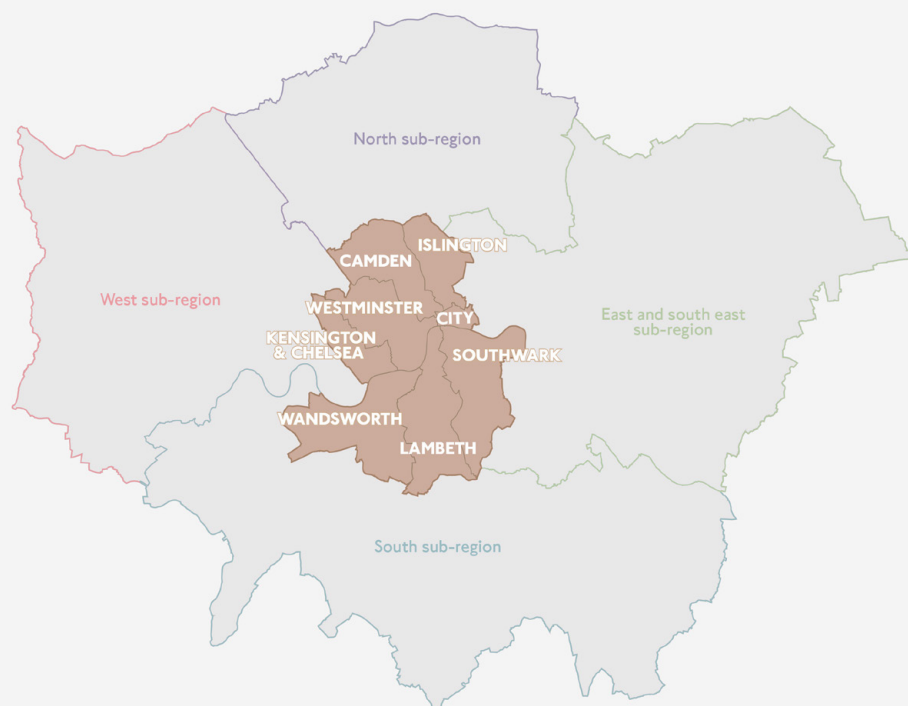
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# The central London sub-region

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



Panel members:



# Introduction

The purpose of this central London Sub-regional Transport plan (SRTP) update is to provide information on:

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

This plan aims to help boroughs with the development of LIPs and TfL in developing the TLRN and priorities for business planning in order to address the medium to longer-term challenges for London and the sub-regions.

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

## Publications

### Roads Task Force (RTF) Report, July 2013

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

The RTF progress update was published in March 2014.

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

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

### Safety Action Plans, Spring 2014

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

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

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

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

### Travel in London (TIL) Report 6, 2013

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

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

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

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

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

## Future publications

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

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

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

### Pedestrian Design Guidance

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

### Cycle Design Guidance

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

# Travel in central London

At 40 per cent<sup>1</sup>, central London continues to have the highest public transport mode share of any sub-region.

Patronage on the Underground continued to grow last year, but was partially offset by a one per cent decline in bus usage. Traffic fell by 1.2 per cent and overall vehicle kilometers are 22.8 per cent below the 2000 level.

Walking remains the most popular mode for travel for trips originating in the sub-region. Other modes including rail, taxi and cycling remained stable (see graphic opposite).

As London's and the UK's economic core, forecasted growth in population and employment will place additional pressure on the sub-region.

Investment programmes targeting central London's existing public transport network, urban realm, new infrastructure such as Crossrail, and the development of a central London cycle grid will improve transport connectivity and journey experience.

## Sub-regional mobility forums

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

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

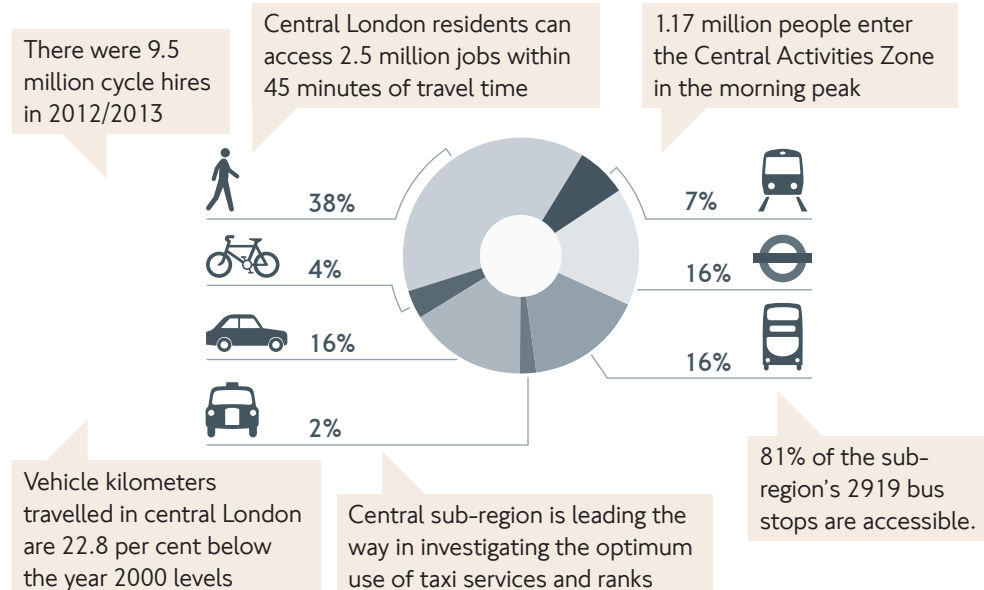
## Health and travel in London

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

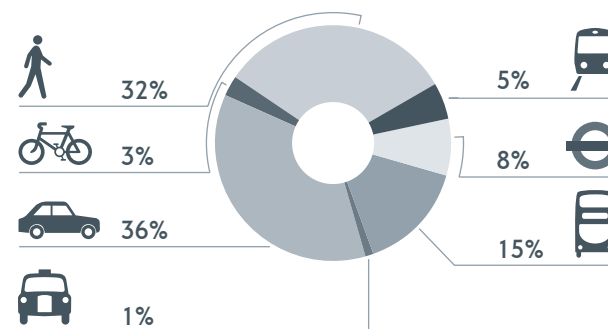
For example, additional cycling London-wide is expected to give up to 6,000 extra years of healthy life and £250m of economic health benefits annually.

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

## Modal share for London residents in the central London sub-region<sup>2</sup>



## London wide mode share, 2012



<sup>1</sup> Statistics include: Local Boroughs of Camden, Islington, Lambeth, Southwark and the City of Westminster, City of London and Royal Borough of Kensington and Chelsea

<sup>2</sup> Source: London Travel Demand Survey, 2011/12 (Average day/seven – day week)

# Addressing the challenges

When the central sub-regional Transport Plan was first developed in 2010 it helped to translate the Mayor's Transport Strategy (MTS) goals, challenges and outcomes at a sub-regional level.

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

Consequently, the challenges of improving air quality, reducing CO<sub>2</sub> emissions and achieving the targets for – and desired results from – an increase in the mode share of cycling and walking were all identified as challenges for the sub-regions.

In addition, six other challenges were identified and agreed for each sub-region.




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

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

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









## Challenges in every sub-region

-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
-  Transform the role of cycling and walking in the sub-region
-  Meet CO<sub>2</sub> targets

## Central London-specific challenges

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

## What are the priority work areas?

- Improve air quality and reducing CO<sub>2</sub> emissions  

- Developing the central sub-region's cycling network  

- Making the freight network more efficient (four R's: Reroute, Reduce, Retime, Remode)  

- Investing in area, corridor and junction studies to address challenges on the road network  

- Making more efficient use of the bus network  

- Making central London safer for all road users  




## Supporting growth areas and regeneration

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

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

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

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

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

### Growth Fund

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

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

### Opportunity Areas and Intensification Areas in central London with recent ongoing activity

Growth Area	2013/14 Update
City Fringe	The City Fringe Opportunity Area Planning Framework (OAPF) is in the process of being drafted for consultation in 2014.
Earls Court and West Kensington	Supplementary Planning Document (SPD) to be published in 2014.
Elephant and Castle	Ongoing development of package of transport infrastructure to support development of Opportunity Area.
Euston	On 10th April the Euston Area Plan Proposed Submission and supporting documents were submitted to the Planning Inspectorate for examination. The hearing is anticipated to be held in Summer 2014.
Vauxhall, Nine Elms and Battersea	The Transport and Works Act Order went through public inquiry for an extension of the Northern Line through the Opportunity Area in 2013.
Victoria	Victoria area transport vision and urban realm improvements study to be completed in 2014.
Waterloo	Waterloo infrastructure plan and urban realm improvements across the SPD area.

### Opportunity and Intensification Areas in central sub-region


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

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

#### Who lives and works in the central sub-region?

  
Population  
1.4m (2011)  
1.7m by 2031

  
Employment  
2.0m (2011)  
2.3m by 2031

  
Homes  
631,000 (2011)  
800,000 by 2031



## Delivering the vision for London's streets and roads

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

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

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

The priorities for central London include:

- » An assessment of the many proposals on and around the Inner Ring Road, while maintaining its strategic movement function

- » Development of an **Ultra Low Emission Zone** in central London to improve air quality and reduce CO<sub>2</sub> emissions
- » An assessment of the **potential in central London to shift some freight vehicles** to out of peak operations
- » Implementation of the Mayor's cycle vision to **support the growing numbers of cyclists**
- » Understanding the **implications of the RTF street-types** and how they can be implemented to help steer policy and shape specific interventions in different locations
- » The development of a **new generation of travel demand management measures**

### Road Task Force central London sub-regional schemes

Provision of traffic signal optimisation to reduce delays and improve journey time reliability

Trail of a 20 mph limit on the TLRN in the City from summer 2014

Improvements on A503 Seven Sisters Road to remove congestion pinch-point, improve journey times and upgrade pedestrian and cycle facilities

Development of an east-west Crossrail for the bike on the Westway

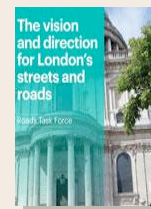
Regeneration of Peckham, including the Peckham Gateway scheme and the Queen's Road station access scheme

Road safety, urban realm, pedestrian and cyclist prioritisation improvements at Marble Arch

Crossrail Complementary Measures outside stations

LIP funding for Principal Road Maintenance

London Cycling Grid



### RTF Vision for London

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

To view map go to:

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

## Improving air quality and meeting CO<sub>2</sub> targets

### Congestion Charge discount

In July 2013, a new Ultra Low Emission Congestion Charge Discount was introduced to increase the proportion of cleaner vehicles in central London, helping to reduce CO<sub>2</sub> emissions and air pollutants.

### Ultra Low Emission Zone

TfL has put forward proposals for the introduction of an Ultra Low Emission Zone (ULEZ) in central London by 2020.

The ULEZ focuses on reducing emissions from vehicles driving into central London.

A preferred proposal will be selected in the summer and taken forward for public consultation later this year.

Beyond central London, TfL are happy to work with boroughs to develop ULEZ proposals that meet their local requirements.

### Next generation taxis

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

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

### Transport Emissions Action Plan

A Transport Emissions Action Plan has been developed to identify initiatives to help London achieve the Mayor's target to reduce CO<sub>2</sub> and meet EU limit values for air pollutants.

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

### Mayor's Air Quality Fund

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

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

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

<b>Clean Air Better Business: Central Sub-regional Partnership</b>	Programme to reduce emissions within the central London sub-region with a particular focus on the freight and taxi sectors
<b>Tower Bridge anti engine idling: Southwark</b>	Anti engine idling campaign tailored to discourage engine idling when Tower Bridge bascules are raised
<b>Freight Consolidation Centre: Camden</b>	Funding contribution towards consolidation centre
<b>NHS Trust Cleaner Air Project: City</b>	Project to reduce traffic and engine idling across Barts NHS sites
<b>Pilot Air Quality Focus Area: City</b>	Series of projects to reduce emissions in City Air Quality Focus Area
<b>Greening the Elephant: Southwark</b>	Trial of dust suppressants at Heygate redevelopment scheme
<b>Cleaner Air 4 Manor House &amp; Finsbury Park: Islington</b>	Project to develop air pollution awareness and emissions reduction in schools around Manor House and Finsbury Park
<b>West Cromwell Road (WCR) Green Corridor: RBKC</b>	Planting and green infrastructure scheme along West Cromwell Road
<b>Air Quality Awareness: Southwark</b>	Promoting awareness of air quality issues amongst the public with a focus on school engagement
<b>Zero Emission Network Shoreditch – Expansion: Islington</b>	Business engagement project to expand the existing Shoreditch Zero Emission Network into Islington and Tower Hamlets

## Making central London safer

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

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

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

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

When considering different VRUs within the central sub-region\* in 2013, pedestrian KSIs reduced by 26 per cent, while motorcycle KSIs reduced by 47 per cent.

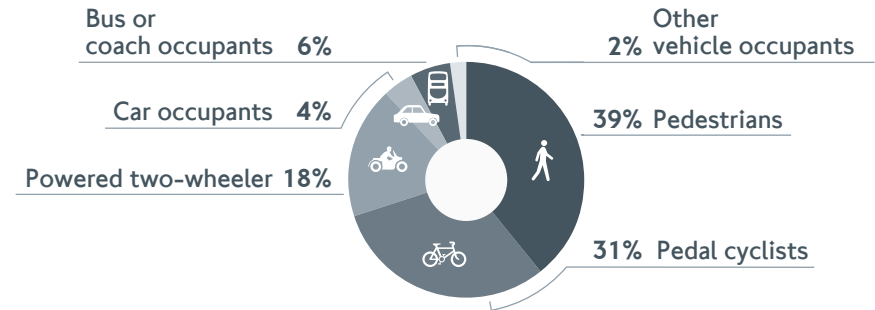
\*Statistics include: Local Boroughs of Camden, Islington, Lambeth, Southwark and the City of Westminster, City of London and Royal Borough of Kensington and Chelsea

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

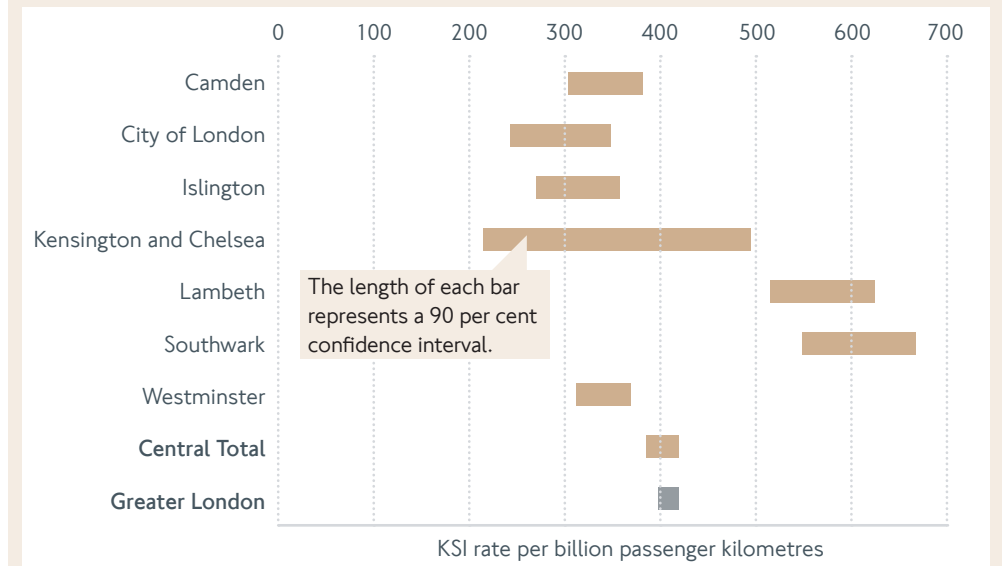
The graph shows KSI risk for VRUs in each of the sub-regional boroughs. Risk was calculated by mode and aggregated, with each mode weighted by its average modal share across all boroughs. This has the effect of normalising the risk levels with respect to mode share, so the difference between boroughs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

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

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



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



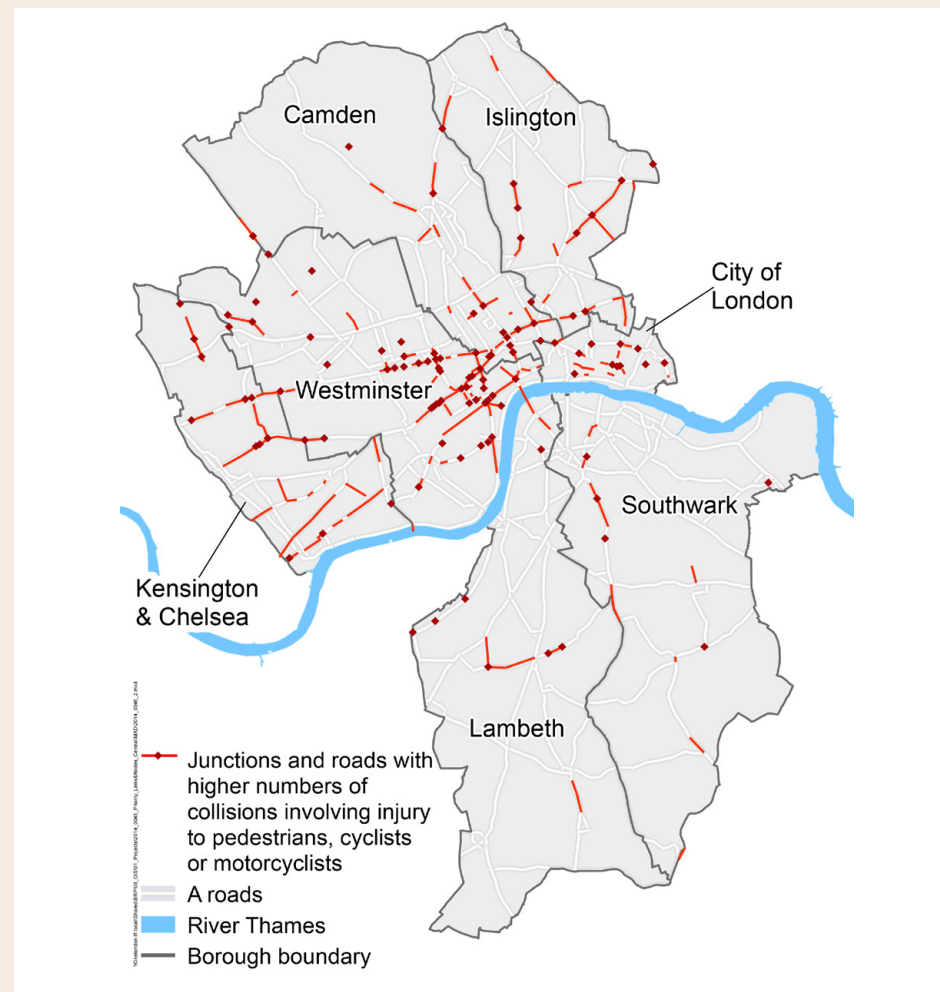
## Making central London safer

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

### Further information

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

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



## Transforming the role of cycling

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

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

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

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

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

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

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

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

### Cycle Superhighways

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

### Quietways

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

### Central London Grid

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

### Mini-Hollands

Three outer London boroughs to be transformed into Mini-Hollands, with very high spending concentrated on these relatively small areas





# Addressing the sub-regional priorities in 2013/14

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

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

## Research into the conflict between cyclists and pedestrians

In 2013/14 the sub-regional partnership commissioned research into conflict between cyclists and pedestrians.

The research reviewed existing literature, undertook site observations across a variety of RTF street types, analysed collision data and conducted focus groups.

The research and findings will guide the development of the cycle design standards and the pedestrian design standards. Findings will be reported mid 2014.

## Low emission green van guide

Phase 1 of the project involved fleet operator interviews and Phase 2 involves the creation of the guide. The guide will be finalised in summer 2014 and promotional activities will be undertaken between June and September to raise awareness of the guide.

The guide will be followed by the creation of a low emission van fleet comparative tool and a website dedicated to low emission vans.

## Cycle cargo prototype pilot

The cycle freight prototype pilot involves Camden Council and TfL working in partnership with GNEWT to enhance their existing cycle freight and green last mile delivery.

Phase II of the pilot is currently underway.

## Source London

Source London now provides over 1,400 electric vehicle charge points with a commitment from the new operator IER to expand this to 6,000 by 2018.

## European funded central projects

The European-funded projects based in central London - LaMiLo (last mile logistics) and Freight Electric Vehicles in Urban Europe (FREVUE) have progressed over the past year.

LaMiLo's London based projects include the Camden consolidation centre, freight trials at Euston station and Agents for Change workshops. More information on LaMiLo can be found online at: <http://www.lamiloproject.eu/>.

Key outputs from FREVUE in London include a range of solutions to reduce the impact of large scale electric vehicle charging on the electricity grid, the introduction of 16 new electric freight vehicles operating on distribution routes in central London, and new and expanded consolidation centres served by electric freight vehicles. More information on FREVUE can be found online at: <http://frevue.eu/>.

## Barclays Cycle Hire expansion and intensification

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

Barclays Cycle Hire is now available further into Hammersmith & Fulham and for the first time into Wandsworth, Putney and Battersea.

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



### 20 mph speed limits

To improve road safety and provide people with greater confidence to walk and cycle, Camden Council, Islington Council, Southwark Council and the City of London have endorsed or have implemented 20mph speed limits within their boroughs. Meanwhile, Lambeth will progress a 20 mph restriction over the next two years in residential streets and will explore the same on main corridors.

As part of the RTF, TfL has started a 20mph trial in Waterloo on the TLRN and more will follow throughout 2014.

### New Routemaster bus for London

Route 24 between Hampstead Heath and Pimlico became the first to fully convert to the new diesel-electric hybrid bus in June 2013.

The New Routemaster also operates on a number of routes throughout central London, including routes 10 and 11.

### Continuous review of the bus network

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

### Sub-surface line upgrades to rolling stock and signaling

New fleet on the Metropolitan line and the introduction of 80 new trains on the District line progressed, together with the roll-out of new trains on the Circle and Hammersmith in 2014.

### Major LIP and TLRN schemes implemented in 2013/14

#### Euston Circus junction improvement, Camden

Completed 2014

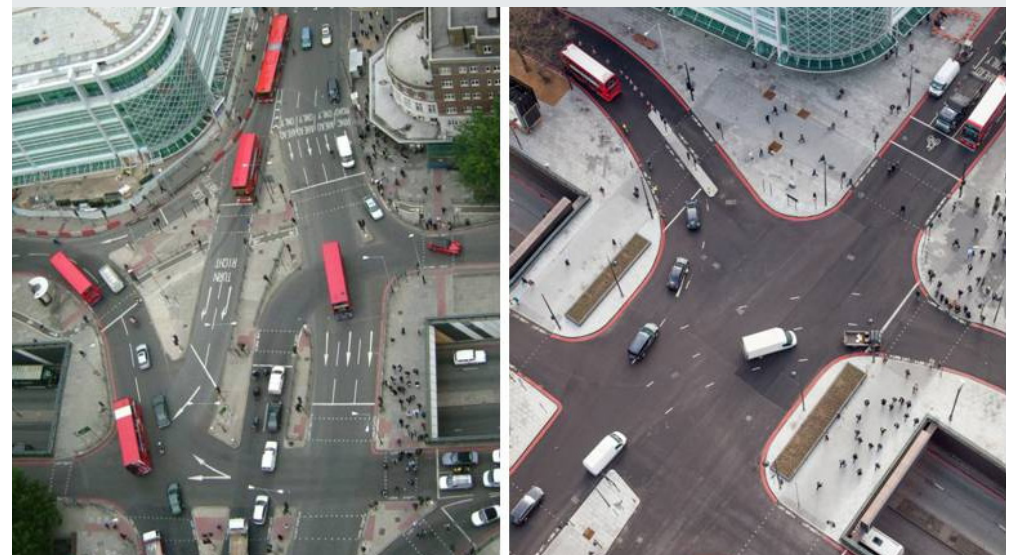
The new intersection design, developed for TfL in partnership with Camden Council, Design for London and British Land, has resulted in a simplified traffic layout. The new layout has increased permeability for pedestrians and improved access to nearby Tube stations and University College London Hospital. This also will enable further work to be done into investigating the delivery of 2-way working at Tottenham Court Road.

#### A23 Streatham High Road, Lambeth (Phase 4)

Completed 2014

The scheme included the removal of existing raised planters to improve public realm and pedestrian accessibility and the introduction of additional street trees, coordinated with capital renewal upgrades to carriageway, footway and lighting.

Euston Circus before (2004) and now (2014)





# Investing to improve central London from 2013/14

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

## Implementing the Cycling Vision

Working with local authorities the future Cycle Superhighways, Better Junctions, Quietways, and the central London Grid programmes continue to be developed in light of the aspirations and direction set by the Mayor's Vision for Cycling.

## Barclays Cycle Hire Expansion and Intensification Programme

The Barclays Cycle Hire programme is continually reviewing and monitoring demand for the scheme.

As part of the Expansion and Intensification Programme, TfL will be delivering over 25 docking stations and more than 750 docking points across the network to improve accessibility and coverage.

By spring 2014 there will be over 11,000 bikes, over 720 docking stations and around 19,000 docking points across the scheme.

## Pedestrian projects

Pedestrian countdown technology will continue to be rolled out across the sub-region. Key walking route projects are planned through 2014/15.

Further significant expansion of the popular Legible London system is underway, with 100 new signs recently installed in the sub-region. New this year was Summer Streets, a programme of Sunday closures of Regent Street throughout July.

A number of major borough and TfL schemes are underway to improve the pedestrian environment including Aldgate, Baker Street, Oxford Street East and the West End Project - Tottenham Court Road.

## Improved local bus services

As detailed in the Business Plan published in December 2013, TfL expects service levels to increase by 3 per cent and demand to increase by 7 per cent over the next seven years.

TfL will continue to keep the bus network under regular review

to ensure sufficient capacity is provided to serve London's growing population. Engagement with boroughs and other stakeholders will be central to this work.

TfL has undertaken initial liaison with boroughs in the central sub-region to better understand their aspirations for bus changes post Crossrail.

Potential service revisions will be proposed later this year to enable further discussions with boroughs and other stakeholders.

Finally, the TfL Business Plan has allocated £200m over the period to 2020/21 for the development and implementation of schemes to give buses new priority at pinch points and along new bus priority corridors serving key growth areas.

With around 80 per cent of bus services running on borough-controlled roads, TfL staff will work with borough officers to ensure that this is spent in the most cost-effective way.



### TfL bus fleet technology

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

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

TfL is tackling climate change through the rapid introduction of hybrid diesel-electric buses to the fleet and through trials of all-electric vehicles. The current 660 hybrid buses are to be increased to 1,700 by 2016 which represents one in five

vehicles, and the Mayor aspires to increase this number further so all buses operating in central London harness this technology by 2020.

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



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

### Improving bus stop accessibility

All 8,700 buses are fitted with ramps and to date 74.1 per cent of bus stops are fully accessible London-wide and this will increase to 95 per cent by 2016. While at present 81 per cent of bus stops are accessible in the central sub-region.

### London Overground capacity increase

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

### Crossrail

Crossrail is a new railway that will link Reading and Heathrow in the west, to Shenfield and Abbey Wood in the east. Crossrail reached the halfway point of its construction in January 2014. The line's central section is expected to be operational by the end of 2018.

New central London stations will interchange with the Underground at Paddington, Bond Street, Tottenham Court Road, Farringdon and Liverpool Street.



### Crossrail complementary measures

TfL, Network Rail and Crossrail have produced Urban Realm Integration studies for all London stations including Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street (including Moorgate) and Whitechapel stations.

### Completion of the Thameslink Programme (2018)

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

Work is underway at London Bridge station and improvements have been made to the bus station at

London Bridge and a new station concourse has opened by the Shard.

At London Bridge, TfL is utilising best practice in Travel Demand Management, working in partnership with Network Rail and local authorities, in order to minimise disruption wherever possible.

### Bank station development to increase capacity

Major station development to increase capacity at Bank station, includes the re-routing of the Northern line to increase platform and circulation space; the creation of step-free access to DLR and Northern lines; additional interchange passageways between lines; and new street-level entrance on Cannon Street.

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

A new 24-hour service will be introduced on the Tube at weekends from 2015. The Night Tube will run initially on the Piccadilly, Victoria,

Central and Jubilee lines as well as key sections of the Northern line.

### Contactless ticketing expanded to the DLR, London Overground, trams and Tube

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

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

### Sub-surface line upgrades to rolling stock and signalling

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

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



In February 2014 the signalling upgrade was complete for the Hammersmith & City lines. While the signalling upgrade is underway on the District, Metropolitan and Circle lines. The District line will be complete in summer 2016. This will enable a more reliable service with increased frequency and capacity.

**Increase in Victoria line services**

Increase in Victoria line services will result in 36 trains running per hour by 2016.

**Northern line signalling upgrades**

The Northern line upgrade will be completed by December 2014 and will provide a 20 per cent increase in capacity and reduce journey times by 18 per cent. This is due to modern signaling equipment that allows trains to run more frequently and at higher speeds.

**Northern line extension (2021)**

The Northern line extension is essential to support the transformation of the Vauxhall Nine

Elms Battersea Opportunity Area and will significantly improve public transport access to the area, reduce journey times to the West End and the City, bringing relief to crowding on the Victoria and Northern lines and enhance the urban realm.

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

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

**Trial of a 20 mph limit on the TLRN**

Following the publication of the RTF report TfL will undertake a trial of a 20 mph limit on the TLRN in the City from summer 2014.

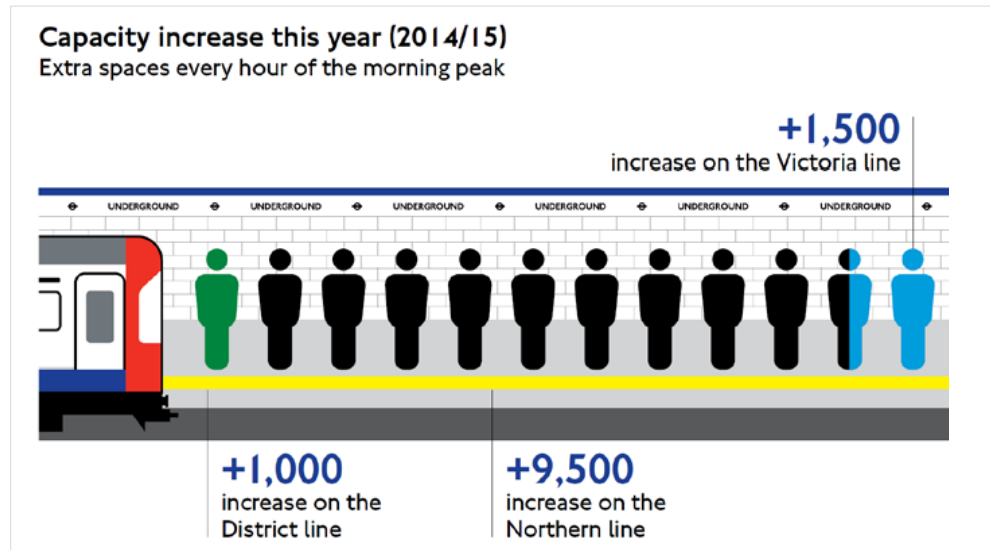
**Delivering a road freight legacy**

TfL's road freight improvement programme is focused on addressing many of the key issues affecting the delivery and collection of goods and services in London such as re-timing deliveries, encouraging mode shift, and improving safety. A longer-term strategy is set to be published in summer 2015.

**Energy efficient street lighting**

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

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



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

### Major LIP and TfL Schemes from 2013 / 14

#### A4 West Cromwell Road urban realm improvements (2016)

The urban realm and the conditions for cyclists and pedestrians along West Cromwell Road will be improved, along with re-designing the junction with Warwick Road to reduce collisions and respond to the changing nature of the area.

#### A10 Bishopsgate City corridor (2014)

The Bishopsgate corridor scheme will improve this major link and place in the City of London with the provision of wider footways for pedestrians at key points, an improved streetscape through repaving and additional tree planting and additional cycle parking.

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

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

#### A100 Tower Bridge Road, Southwark

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

#### A201 Farringdon Road j/w Calthorpe Street, Islington

This scheme will improve the junction to make it safer and more comfortable for cyclists and explores the ability to enable contra flow cycle movements.

#### A400 Hampstead Road/Camden High Street new civic space and streetscape enhancement

This scheme involves creating a major new civic space and will significantly enhance the pedestrian environment, reduce congestion and footway overcrowding. This will be achieved through widened footways, enhanced cycling safety and facilities, de-cluttering, surface treatments, way finding, new street furniture and other public realm enhancements.

#### Aldgate gyratory conversion (2016)

This scheme involves a simplified road layout with the conversion of St Botolph Street to two way working. New public spaces, reduced severance, wider footways, accessible walking routes and simplified vehicle access arrangements, along with improvements for cyclists are planned. Construction is scheduled to begin in summer 2014.

#### Camberwell urban realm and town centre enhancements (2015)

Revitalisation of the town centre through improving the sense of place and addressing issues of poor urban realm, severance, safety and problems caused by a traffic-dominated environment. Currently in the planning phase to incorporate CSH5 and urban realm enhancements.

#### Clapham Gateway/Old Town transformation (2014)

Upgrade and renewal of the area around Clapham Old Town and Clapham Common station to address existing problems of pavement clutter, uneven surfaces, pedestrian and bus passenger accessibility, inadequate lighting and street furniture. This is currently under construction and due to be completed in summer 2014.

#### **Elephant and Castle northern roundabout (2016)**

The Elephant and Castle is the site of one of London's biggest regeneration projects. TfL is working with the GLA, Southwark Council and local developers to help transform the area. This scheme will help to unlock the potential for improvements to the Tube station and public spaces. Consultation on the design is expected in early Spring 2014.

#### **Euston – Kings Cross Euston Road junction improvements**

Following the RTF report and the Euston Area Plan TfL and the GLA are committed to working with the London Boroughs of Camden, Islington and other stakeholders to improve the Euston Road and King's Cross gyratory area for pedestrians and cyclists, reduce severance, the impact of traffic, and poor air quality.

#### **Oxford Street East phase II (2014)**

Completion of the redesigned and revised streetscape layout for Oxford Street East between Berwick Street and Tottenham Court Road to include: the re-allocation of the highway, bus 'smooth stops', reduction of street clutter to maximise usable space and improved access between stations, major retailers and other trip generators. Construction is underway and is due to be completed early 2014.

#### **Piccadilly two-way phase II**

Phase 1 of the scheme was completed in October 2011 and introduced two-way working in Pall Mall, St James's Street and Piccadilly together with significant public realm improvements. Phase II will introduce urban realm improvements, including footway widening to Haymarket, Lower Regent Street and Waterloo Place in conjunction with the redevelopment and regeneration of St James's Market area by The Crown Estate. Construction will commence late 2014.

#### **Stockwell gyratory**

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

#### **Tulse Hill gyratory conversion**

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

#### **Vauxhall Cross gyratory and interchange (2018)**

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

#### **West End Project**

This is the proposed conversion of Tottenham Court Road and Gower Street to allow two-way working for buses, more even distribution of traffic onto the network and reducing the pressure on St Giles Circus. It would allow for more public space, improved safety, wider footways, and better access and contribute to other schemes at Euston Circus, St Giles Circus, and Princes Circus. The scheme will enable improved public space in time for the opening of the Tottenham Court Road Crossrail station

# Future opportunities

Many challenges in central London will still remain after the committed initiatives set out in the TfL Business Plan and LIP programme are implemented.

More can still be done to support continued economic growth; deliver a better quality of life; improve access to opportunities; reduce transport's contribution to climate change, and improve safety and security both within central London and more widely for London as a whole.

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

## Crossrail complementary measures

In order to support transport interchange improvements around Crossrail stations within London, and alongside Crossrail and Network Rail's separate investment, TfL has identified in its Business Plan a total funding budget of £28.5m to be spent over four financial years (2015/16 -2018/19).

TfL's Crossrail Complementary Measures (CCM) funding programme supports the ambition and priority to see improvements outside every Crossrail station in London in order to deliver an enhanced urban realm and transport interchange. The CCM funding will be predominantly used for the core area works at stations outside of the central area. The initial part of the process requires boroughs to submit a scoping application by the 1st August 2014 for each station for which funding is being sought.

## Crossrail 2

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

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

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

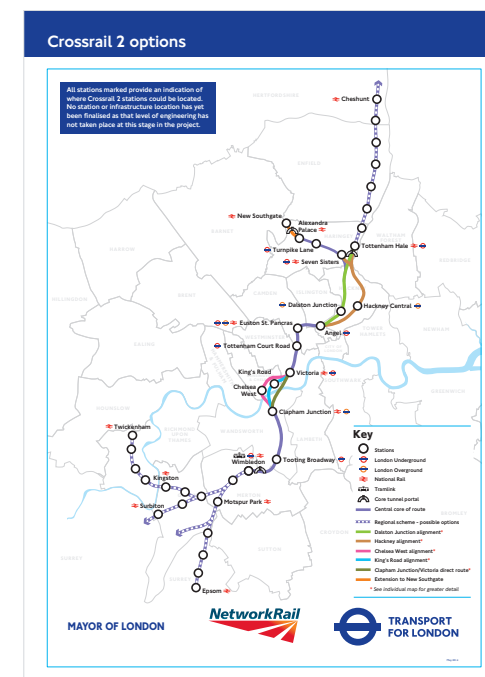
The review has identified two alternatives: the Metro scheme and the Regional scheme. Engineering feasibility advice has already shown that both options are feasible and after undertaking further feasibility work and analysing results from the 2013 consultation, the Regional scheme is the preferred option.

Following on from the positive consultation in 2013, there is a second consultation which focuses on station options along the route alignments. This is running for 6 weeks from June 9th-July 25th 2014. There are 3 key areas which are being looked at:

- » Two route alignment options north of Angel serving Hackney or Dalston Junction;

- » An alternative option for a possible new station in Chelsea; and
- » A short extension of the route from Alexandra Palace to New Southgate.

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



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



### Maximising the potential of HS2 - Euston and Old Oak Common

TfL continues to work with HS2 Ltd to ensure that the opportunities offered by the HS2 project are maximised and the impacts on the London transport network kept to a minimum.

Through the hybrid bill process, TfL is pushing for a number of changes to the project to ensure a better solution is ultimately delivered by the Government. TfL has responded to the consultation on the Environmental Statement.

At Euston, a more comprehensive station rebuild is required to ensure the opportunity to construct a state of the art high speed rail terminus is not missed. In particular, a solution which would maximise the regeneration opportunity at Euston is required, allowing for substantial over site development.

In addition, further work is required to ensure the forecast uplift in demand can be accommodated at Euston, including provision

for a Crossrail 2 station.

Indeed, providing additional connections at Old Oak Common will help assist with dispersal of passengers at Euston.

At Old Oak Common, additional connections are required to ensure that the station is connected properly to its west London surroundings. In particular, the following are requested:

- » Links to the London Overground service via a new station in the Old Oak Common area

- » A second highway access to the east, allowing traffic to disperse across a range of routes
- » A pedestrian / cycle way between North Acton station and Old Oak Common to allow local connections to the west of the station

The above links are essential to facilitate regeneration at Old Oak Common, as set out in the OAPF. Without these links, the site would be almost entirely dependent on Crossrail, which only offers access in an east-west axis.



### New Tube for London programme

As a co-ordinated series of line upgrades for the Bakerloo, Piccadilly, Waterloo & City and Central lines, the New Tube for London programme will form the next generation of line upgrades and aims to deliver asset renewals in a more comprehensive, consistent and systematic manner.

The first deliverable is a new generation of trains across the various lines. This provides a unique opportunity to transform the customer experience and the operation and maintenance through technology-enabled change and asset renewals.

### Bakerloo line extension

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

This extension has the potential to improve transport connectivity in south-east London and provide capacity relief to the existing national rail paths into central

## Future opportunities

London. It could also support development and regeneration at key points along its route.

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

### Improving Night bus services

The new 'Night Tube' network will complement existing 24 hour and Night bus services, giving passengers an extensive and integrated service throughout the night.

When the weekend Tube service is running, there are likely to be reduced capacity requirements. TfL will also review connections in the suburbs from the Night Tube network.

### 20 mph speed limits

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

### Nine Elms – Pimlico bridge

A feasibility study has been carried out into the scope for a new pedestrian and cycle bridge which could improve cross-river connectivity between Pimlico and the new opportunities emerging within the Vauxhall Nine Elms Battersea Opportunity Area.

The study has highlighted the key engineering, environmental and planning considerations that would need to be taken into account and a number of potential alignment options have been identified.

Should the scheme be progressed, possible next steps include confirmation of the preferred alignment option and identification of a funding package.

### Garden bridge

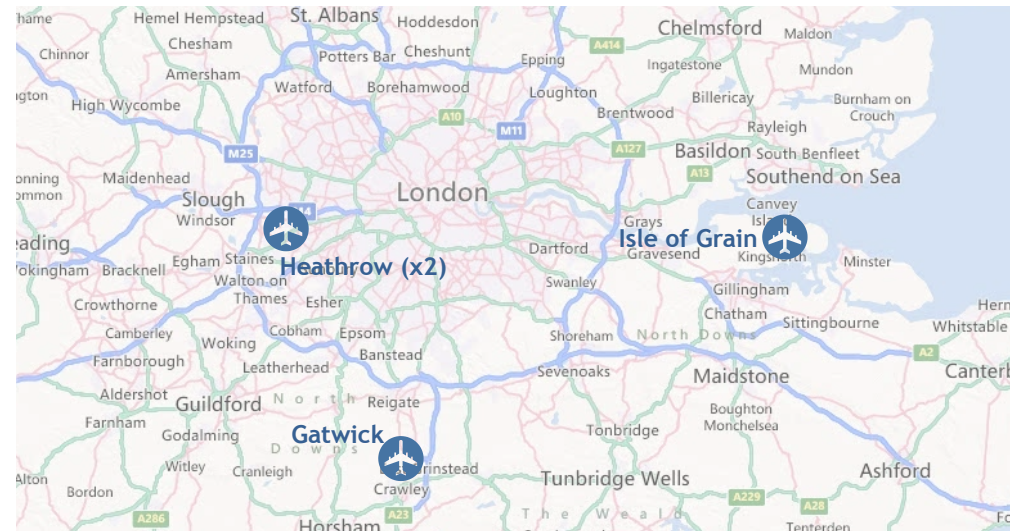
The Garden Bridge Trust charity is fundraising, developing and promoting the construction of a new footbridge linking Temple station with the South Bank, which incorporates a new public space.

TfL has been supporting the Garden Bridge Trust in developing plans for the proposed crossing and has worked with stakeholders to develop a proposal. This will bring benefits in increased walking and accessibility.

Should the plans be acceptable to stakeholders, and if the Trust is confident of securing the necessary funding, a planning application could be made in spring 2014 to allow the scheme to progress towards a start of construction in 2015.

### Airport surface access and the Airports Commission

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



Options for new airport capacity under consideration by the Airports Commission

The Airports Commission has been established by the Government to tackle the UK's aviation hub capacity shortage. In December 2013 three options were short-listed for Gatwick and Heathrow. TfL's Aviation Unit has supported the Mayor in building a robust case for a new hub airport to the east of London and in 2014 will continue work with the Commission to investigate options for a new hub airport. The Commission plans to publish a final recommendation in 2015.

### West End Commission

The West End Commission published its final report on 30th April 2013 and recommended the formation of a West End Partnership.

The Partnership includes representatives from Westminster Council, Camden Council and residents, businesses and Business Improvement Districts within the West End.

The Partnership aims to provide strategic leadership in the West End

for transport, night-time economy, urban realm, crime and community protection, as well as marketing and promotional activities.

A key goal is to make the case for improved funding of strategic transport and non-transport infrastructure in line with the London Infrastructure Plan. A new West End Vision document is currently being prepared.

### Brixton East station

Brixton East station, envisaged to be on the east London line extension is a key aspiration of the borough to assist in regeneration.

A feasibility study into a new station, integral to the future Brixton Master Plan, is underway.

The new station will provide much needed connectivity to east London and Clapham junction and in doing so provide employment opportunities for Lambeth residents.

## Next steps

### Addressing the sub-regional priorities in 2014/15

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

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

#### 2014/15 draft priority work areas

- Improve air quality and reducing CO<sub>2</sub> emissions
- Improving air quality
- Developing the sub-region's cycling network
- Making the freight network more efficient
- Investing in area, corridor and junction studies to address challenges on the road network
- Improving road safety
- Improve the quality of urban realm and promote walking
- Crossrail 2 – review of stations and development opportunities

# Funding

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

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

The most recent spending review resulted in a 25 per cent cut to our operational funding from central Government.

However, TfL's key role in London's growth is reflected in the protection of our capital grant to 2020/21. We remain committed to delivering key projects including major Tube line and station improvements, road upgrades and rail capacity increases.

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

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

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

## Match funding

The gap between what is assumed to be funded and what

is required widens over time within the central sub-region.

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

## Potential funding sources for future match funding

- » TfL LIP programme
- » Horizon 2020
- » BID funding

- » Clean Air Fund 2
- » Mayor's Air Quality Fund
- » Local Authority EMAS and Procurement (LEPT)
- » Incubator Fund
- » S106
- » Community Infrastructure Levy
- » OLEV

### Further information

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

## Summary of funding allocations 2014/2015

Borough	Corridors, neighbourhoods and Supporting measures (£,000)	Principal road maintenance (£,000)	Local transport funding (£,000)	Major schemes funding (£,000)	3 year funding
					Borough cycle programme (£,000)
Camden	2,275	490	100	tbc	346
City of London	931	135	100	6,000	294
Islington	1,787	377	100	0	262
Kensington & Chelsea	1,678	282	100	0	629
Lambeth	2,848	496	100	0	712
Southwark	2,521	545	100	2,000	579
Westminster	3,399	936	100	500	938
Wandsworth	2,547	362	100	0	368



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## **Appendix A:**

Significant schemes that unlock and facilitate growth

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# Significant schemes that unlock and facilitate growth

Growth areas within the sub-region	Significant Schemes	Contributes to unlocking and facilitating:	
		Homes	Jobs
City Fringe Opportunity Area	Crossrail (2018) Crossrail complementary measures Crossrail 2 (2030) Crossrail extension to Ebbsfleet / Gravesend DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking Northern line frequency enhancements Aldgate highway and public realm improvement project	7,000 8,700 (FALP)	70,000
Earls Court and West Kensington Opportunity Area	Sub-surface line upgrades to rolling stock and signalling	4,000	7,000
Elephant and Castle Opportunity Area	Bakerloo line extension Elephant and Castle northern roundabout Better Junction Northern line frequency enhancements	4,000 5,000 (FALP)	5,000
Euston Opportunity Area	Crossrail 2 Increased Victoria line capacity High Speed 2 including redeveloped Station Northern line frequency enhancements	1,000 2,800 (FALP)	5,000 7,700 (FALP)
Kings Cross Opportunity Area	Crossrail 2 Increased Victoria line capacity Northern line frequency enhancements	1,900	25,000
Kensal Canalside Opportunity Area	Crossrail Crossrail 2 High Speed 2	2,000 3,500 (FALP)	1,000 2,000 (FALP)
London Bridge and Bankside Opportunity Area	Northern line frequency enhancements Increased Jubilee timetable line improvements London Bridge Rail Station upgrade	1,900	25,000



## Significant schemes that unlock and facilitate growth

Growth areas within the sub-region	Significant Schemes	Contributes to unlocking and facilitating:	
		Homes	Jobs
Paddington Opportunity Area	Crossrail (2018) Crossrail complementary measures Sub-surface line upgrades to rolling stock and signalling Paddington Station upgrade	1,000	5,000
Tottenham Court Road Opportunity Area	Crossrail (2018) Crossrail complementary measures Crossrail2 Northern line frequency enhancements Bond Street Station upgrade Tottenham Court Road Station upgrade	420 500 (FALP)	5,000
Vauxhall, Nine Elms and Battersea Opportunity Area	Increased Victoria line capacity Northern line extension Northern line frequency enhancements Proposed pedestrian and cycle river crossing in Battersea Sub-surface line upgrades to rolling stock and signalling Vauxhall Cross gyratory and interchange better junction Vauxhall Station upgrade	10,000 25,000 (FALP)	15,000 20,000 (FALP)
Victoria Opportunity Area	Crossrail 2 Sub-surface line upgrades to rolling stock and signalling Increased Victoria line capacity Victoria Underground Station upgrade	1,000	4,000
Waterloo Opportunity Area	Garden bridge Increased Jubilee timetable line improvements Northern line frequency enhancements	1,900 2,500 (FALP)	15,000
Canada Water / Surrey Quays Area for Intensification	Increased Jubilee line timetable improvements Surrey Quays Gyratory Better Junction London Overground Capacity Enhancements	2,500	2,000

## Significant schemes that unlock and facilitate growth

Growth areas within the sub-region	Significant Schemes	Contributes to unlocking and facilitating:	
		Homes	Jobs
Farringdon / Smithfield Area for Intensification	Crossrail (2018) Crossrail complementary measures	850	2,500
Holborn Area for Intensification	Crossrail (2018) Crossrail complementary measures Holborn Station upgrade	200	2,000
West Hampstead Interchange Area for Intensification	Increased frequency on the Victoria line Increased Jubilee line timetable improvements	800	100

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