Borough three-year report: 2019/20 – 2021/22

Delivering the Mayor's Transport Strategy

January 2024

MAYOR OF LONDON

LONDON COUNCILS

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

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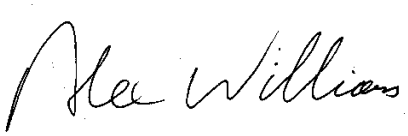
Foreword

London's boroughs have a key role to play in the planning and delivery of schemes that transform local areas and meet the aims of the Mayor's Transport Strategy. Improving access to walking, cycling and public transport are vital to the success of London and ensuring a sustainable future for all Londoners. Working closely with boroughs is crucial to making positive steps towards a cleaner, greener and healthier London by reducing road danger, improving air quality and encouraging active travel. The report sets out how working in partnership with boroughs we have implemented a range of schemes from 2019/20 - 2021/22 and showcases just some of the fantastic initiatives delivered.



Alex Williams, Chief Customer and Strategy Officer

Deputy Mayor's Foreword

Partnership between London-wide bodies and boroughs (and their predecessors) is embedded deep in the history of the city, from the creation of the Metropolitan Board of Works, through the London County Council to the Mayoralty, London has been shaped by the opportunities and tensions built into a city where power is shared.

London's boroughs, as the managers of the vast majority of our city's streets, are central to the delivery of the Mayor's Transport Strategy. Our boroughs have utilised their local knowledge to tailor projects and programmes to their specific needs and deliver effectively in collaboration with TfL.

This report covers the period immediately before the pandemic, the pandemic itself and the early recovery from the pandemic and showcases the track record of delivery over those three years.

During the pandemic, we acted together to support social distancing, provide alternatives to public transport and prevent a car-led recovery. This included new means of delivering change – from experimental schemes to temporary materials. Boroughs showed their ability to react, innovate and deliver at pace.

The scale and breadth of delivery over the past three years is impressive. Public transport is fairer and quicker with 89 new accessible bus stops and 7km new or improved bus lanes. Walking and cycling is safer through 50km of wider footways, 156km of new or upgraded cycling routes and 740 new pedestrian crossings. Access to cycling has improved through nearly 110,000 new on- and off-street cycle parking spaces and training provided to 50,000 adults and just under 135,000 children.

This change has occurred across the capital from new school streets in Havering and Hounslow – via 24/7 bus lanes in Lambeth - to Crossrail Complementary Measures improving urban realm and wayfinding in Ealing and Bexley.

This action by boroughs underpins the change we are seeing in London – with over 1.2m cycle trips a day on our safe, high quality cycleways network. This year, we have continued to deliver with our borough partners – from bus priority schemes for the Superloop to more cycle training for adults and children.

I know that challenges remain. The climate emergency, the fight against London's toxic air, growing health inequalities and the cost-of-living crisis mean that we have to enable more Londoners to use cheaper, active and sustainable modes of transport. This will only be achieved if TfL and the boroughs continue to strengthen their collaboration in delivering schemes.

Meeting this challenge requires a properly funded transport system with sufficient investment for London's boroughs. Government has consistently recognised TfL is not expected to fund major renewals and enhancements through its own operating incomes. I'm relieved that we have agreed a further one year capital funding deal with Government, which will enable us to make vital upgrades to our transport network, including upgrades to the Piccadilly line. I am also pleased that TfL's new Business Plan will increase by inflation the £150m a year funding for safe and active travel schemes, including borough-led programmes from 2025.

It is only through this partnership that the goal of a better London for everyone – a city that is safer, greener, fairer and more prosperous for all communities – will be achieved.

Seb Dance, Deputy Mayor for Transport and Deputy Chair of Transport for London

Chair of London Council's Foreword

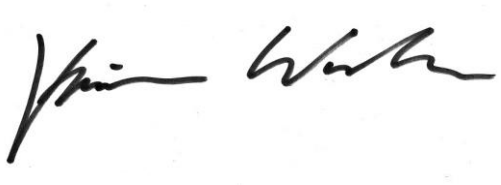
London boroughs have made remarkable progress in improving our streets from 2019-2022. In partnership with the Mayor, TfL, local businesses and Londoners, we've built sustainable transport corridors, improved safety on our streets and at our junctions, and enhanced our bus and cycle networks for all Londoners. London boroughs are at the forefront of climate resilient streets, installing 8,800 new on-street electric vehicle charge points; and 40,000 sqm of sustainable drainage.

Responsible for managing 95% of London's streets, London boroughs continue to be a crucial partner in delivering the Mayor's Transport Strategy, using their local knowledge, networks and connections to transform their streets for the better. The report below highlights some of the brilliant and most innovative examples from across the sector and region. It is an incredible achievement to have delivered so much over this period of time, especially given the impact of the pandemic on regulations, funding and capacity.

Despite councils working harder than ever over the three years covered by this report, our city still faces significant challenges. Funding for transport schemes and maintenance is threatened by the extreme financial situation for local government, which has exacerbated the historical lack of investment. Our streets need to work harder for cyclists and pedestrians, and services need to become more attractive to encourage a shift to sustainable public transport. Creating a more resilient city has become increasingly urgent as the impacts of climate change degrade our infrastructure.

Yet, this report shows multiple inspiring initiatives to improve the health, safety and lifestyles of our residents. Collaboration with TfL has, and will, continue to deliver excellent results and the continuous development of this strategic approach will ensure TfL and the boroughs can tackle extreme financial pressures in a growing city. Together, we will continue to push strongly for a better deal for London transport.

My congratulations to all boroughs and TfL for the significant achievements highlighted in this report, and for your ongoing determination to improve the streets for all Londoners.



Cllr Kieron Williams, Chair of London Councils' Transport and Environment Committee

Introduction

The London boroughs and Transport for London (TfL) are working together to transform London's streets to ensure they provide safe, sustainable and efficient transport options for a successful and growing city. The design and use of our streets are fundamental to tackling a number of social challenges, including improving air quality for all Londoners, support people's health and wellbeing and contribute to reducing the capital's rate of obesity, and respond to the threat of the climate change emergency. The impacts of the coronavirus pandemic provided a further challenge, changing how we moved around and spent time on our streets.

The role of the London boroughs is critical to the management and improvement of the city's streets. London's councils are responsible for 95 per cent of the capital's roads including 70 per cent of the most strategic streets for buses. They play a fundamental part in maintaining the existing quality of our streets as well as making the transformations required to meet the challenges of a world-class city in the 21st century.

This report demonstrates the key roles of both the boroughs and TfL in delivering schemes that support the ambitions of the Mayor's Transport Strategy, primarily across the period from 2019/20 to 2021/22. It shows how boroughs combine annual funding provided by TfL via Local Implementation Plans with that from other sources to deliver transport schemes and behaviour change programmes. The period covered by this report included a rapidly changing financial situation, with available funding for both maintenance and new schemes significantly reduced, with boroughs needing to take innovative approaches to delivery. The wider programme of delivery led by TfL in collaboration with the boroughs is also covered in this report, demonstrating the focus on making our streets safer and enabling more active, efficient and sustainable travel.

The boroughs have a track record of developing and delivering high-value innovative infrastructure projects and promotional campaigns, often at low costs and at pace, that do not always get the recognition they deserve. This Borough three year report showcases the initiatives they have delivered in support of the Mayor's Transport Strategy. It demonstrates the range and scale of delivery across a highly challenging period that included the pandemic and the restricted financial situation this created, showing how the boroughs are working, with the support of TfL, to deliver safer, greener and more pleasant streets for everyone in London.

The Mayor's Transport Strategy and Healthy Streets

The Mayor's Transport Strategy and the boroughs' Local Implementation Plans (LIPs) set the priorities and longer-term direction for transport in the capital. LIPs form the basis of local delivery of the Mayor's Transport Strategy, and are a legal requirement of boroughs. The Healthy Streets Approach puts health at the heart of the Mayor's Transport Strategy and the LIPs. The strategy acknowledges the key role of transport in shaping our city and its global competitiveness, as well as improving the health, opportunities and quality of life of those who live and work in London. The central aim of the strategy is to create a city that is not only home to more people but is also a better place for those people to live and work. This means a safer, healthier, cleaner, greener, more inclusive and better-connected city.

At the heart of the Mayor's Transport Strategy are the twin aims that 80 per cent of journeys in London are made by active, efficient and sustainable modes by 2041, and that we reach our Vision Zero of nobody being killed or seriously injured on London's roads by the same time. These ambitions guide investment and delivery for both TfL and the boroughs.

Our transport network is not only a means of moving people and goods around, it also comprises streets and spaces Londoners use for most of their travel. These are the places where we live, shop and spend time, where businesses develop and where communities come together. Eighty per cent of travel in London happens on our streets. The best way to get more people out walking, cycling and using public transport is to continue to improve the experience of being on those streets. The Healthy Streets Approach creates streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about.

Healthy Streets Approach

The Healthy Streets Approach uses 10 evidence-based indicators that focus on the human experience of using streets. The indicators are interdependent and are all of equal importance. Improvements against these indicators will help create a better city for more people to live and work in.

Healthy Streets Indicators

Source: Lucy Saunders

As well as transforming our streets, investment by the boroughs and TfL is enhancing the capacity and quality of the public transport network, improving connectivity, boosting economic productivity, making travel more accessible and inclusive, and facilitating growth in jobs and homes. It is lessening the impact the transport network is having on the environment by reducing emissions, improving air quality and using less carbon, while ensuring the network is robust and resilient to severe weather events resulting from climate change.

During the pandemic, close collaboration between TfL and London's boroughs helped quickly and efficiently deliver schemes that created space for social distancing and enabled people to walk and cycle, while continuing to work towards the long-term aims of the Mayor's Transport Strategy.

Collaborative delivery

The London boroughs work together with TfL across a range of programmes to maintain and enhance London's streets, and the borough LIPs are at the centre of this collaboration. These set out how the boroughs intend to deliver a programme of local transport measures which align with their individual strategies and respond to the needs of their communities. These implementation plans form the borough delivery of the Mayor's Transport Strategy, with TfL providing funding for implementing Healthy Streets and behaviour change projects. We support the boroughs in developing and delivering their LIPs, sharing data and insights to aid strategic decision making on how best to focus investment to deliver Mayor's Transport Strategy outcomes.

The projects delivered by the boroughs, are providing benefits across London. Monitoring of schemes shows that they are are making the city's streets safer and reducing the number of people killed and seriously injured on our roads. By enabling people to walk and cycle more, the projects are improving people's health, and through improving public transport access and journey quality they are supporting the return to these service after the pandemic. It is through these measures that we are boosting the mode shift required to respond to the challenges of the climate emergency and London's poor air quality. The economic benefits of these schemes are also clear, with evidence showing how investment in active travel and public transport delivers high value for money by increasing the number of people using local high streets, enabling streets to carry more people more efficiently and creating a healthier, more productive population and workforce.

TfL LIP guidance sets out the types of schemes that will be funded, with a mixture of direct allocation to boroughs and discretionary pots dedicated to particular scheme types or approaches. For key schemes, the boroughs work with TfL in scheme development, ensuring schemes meet strategic priorities and are deliverable as well as identifying relating measures if required. Boroughs report their annual delivery to TfL to enable impacts to be monitored and assessed, and shape future projects. TfL also distribute funding for maintenance through the LIP maintenance fund, which can be used for fixing main roads, and assessing and strengthening bridges.

Through the LIP process, the boroughs not only shape their local streets but also contribute to London's overall transport network. Through focused funding for example, together TfL and the boroughs have helped expand London's Cycleways Network to more than 340km in 2022 and delivered complementary measures at 17 new Elizabeth line stations to enable improved access by sustainable modes.

The last two years of the three-year period covered by this report include the duration of the coronavirus pandemic. This had significant impacts on the funding, delivery and aims of schemes. The Government called for the reallocation of road space to temporary active travel infrastructure in order to provide space for social distancing and alternatives to car use. TfL developed the Streetspace for London programme to respond to this need, setting out guidance for boroughs to identify and plan improvements to help people safely walk, cycle and use public transport during the pandemic. TfL distributed funding from the national Emergency Active Travel Fund to enable London's boroughs to create new temporary protected cycle lanes,

extend footways in town centres, set up School Streets and create measures to reduce through-traffic in residential areas. The majority of these schemes have since transitioned to permanent improvements, with public engagement shaping this process.

The following sections provide a range of examples illustrating the breadth of scheme types that boroughs have delivered using LIP funding, but also show how boroughs have succesfully leveraged additional sources of funding from new development, national grants and local businesses for many projects.

Beyond the LIP programme the boroughs work together with TfL to plan for the future, securing external funding and developing new ambitious transport projects, such as the extension of the DLR to Thamesmead. The provision of high-quality, sustainable transport links is fundamental to new development, and TfL works with the boroughs through the planning process to ensure the quality of transport infrastructure and use its influence to advance developer funding for new or upgraded infrastructure.

Delivering improvements to many aspects of our transport network requires an approach that considers the whole capital to target investment where it is needed and introduce schemes that cross borough boundaries. TfL is working with the boroughs across a diverse range of programmes to ensure a strategic approach to key future challlenges, such as delivering the right mix of electric vehicle charging types, or strengthening our streets to better cope with the impacts of severe weather as a result of climate change. Transformative new projects such as the London Overground extension to Barking Riverside also demonstrate how TfL and the boroughs can work together to create entirely new transport opportunities for Londoners, transforming access to jobs and other key destinations.

TfL's investment in our roads and London's bus and tram network all play a further part in helping deliver more efficient, sustainable and connected infrastructure to Healthy Streets that contribute to the Mayor's Transport Strategy aims.

Scheme impacts

Monitoring and analysis of the schemes delivered by boroughs shows they are having an impact in making London's streets safer, more sustainable and efficient.

Safer streets

The schemes the boroughs and TfL have implemented have made our streets safer, which has resulted in:

- A 38 per cent decrease in the number of people killed or seriously injured on London's roads compared to 2005-09
- A 63 per cent reduction in the number of children who are fatally or seriously injured on our roads, and a 52 per cent reduction in the total number of fatalities compared to 2005-09
- A 10 per cent reduction in pedestrian collisions and 41 per cent fewer cycle collisions brought by the Safer Junctions schemes

- A 24 per cent decrease in the number of people killed or seriously injured on our road network in central London where 20mph speed limits have been introduced (compared to a comparable 10 per cent decrease on roads where lower speeds have not been implemented in the same period)
- A 50 per cent reduction in road casualties within Low Traffic Neighbourhoods, with no increase on boundary roads
- An estimated reduction of 43 per cent in the risk of being killed or injured while cycling between 2000 and 2022

Sustainable and efficient streets

The focus on making our streets more sustainable and efficient has led to:

- More than 350km of high-quality cycle routes under a unified Cycleways brand, putting 22 per cent of Londoners within 400m of the network
- A total of 1.2 million journeys cycled every day on average, and a 13 per cent increase in cycling between 2019 and 2022
- Reduced traffic in 74 per cent of streets within London's Low Traffic Neighbourhoods
- People living in outer London Low Traffic Neighbourhoods walking 62 minutes more and cycling 43 minutes more on average per week
- Around 96 per cent of people in London live within 400 metres of a bus stop
- A decrease in motor traffic between 70 and 90 per cent on School Streets during closures
- A total of 58 per cent of children aged 5 to 11 in London walking to school, up from 53 per cent in 2018

Delivery headlines 2019/20 – 2021/22

Boroughs reported that across the three-year period the following were delivered, as either permanent or temporary measures, supporting the Mayor's Transport Strategy

London's streets will be healthy and more Londoners will travel actively

More than
14,000
new on-street cycle parking spaces

Nearly
95,000
new cycle parking spaces secured through development

274
new controlled crossing points

466
new uncontrolled crossings

London's streets will be safe and secure

50km
of footway widened

847
safety schemes completed

16
boroughs with a 20mph speed limit on at least 75 per cent of their streets

Schools

Almost
25%
of primary schools have a School Street

Around
500
School Streets introduced

3,751
Travel for Life accredited schools, of which 2,020 are Gold Travel for Life

★★★★★

Public transport

89
new accessible bus stops delivered

7km
of new or improved bus lane

More than
110
schemes to increase bus priority or accessibility

London's streets will be used more efficiently and have less traffic on them

More than
1,000
streets with new modal filters

Around
30km
of bus routes now benefit from bus gates

157km
of new or upgraded permanent cycle routes that meet TfL quality criteria

Around
100
Low Traffic Neighbourhoods introduced

106km
of new or upgraded temporary cycle tracks

London's streets will be clean and green

Around
8,800
new on-street electric vehicle recharging points installed

Just under
40,000
square metres impermeable surface drained by sustainable urban drainage systems

More than
1,400
car club bays added

Training and education to improve the safety of vulnerable road users

More than
5,000
people given motorcycle training

50,000
adults given levels 1-3 cycle training

Just under
135,000
children undertook Bikeability cycle training levels 1-3

Sustainable transport corridors

Major or strategic roads in London are key movement corridors, moving large numbers of people around the city. They are often essential for buses, serving multiple bus routes, and are important freight links. These corridors can also provide direct cycle connections and are destinations in their own right, hosting multiple amenities, correlating with high pedestrian footfall.

For the city's streets to work efficiently, we must plan for our streets in an integrated way, delivering improvements to buses, cycling, walking and safety. However, London's geography and history means road space is limited. This calls for a multi-modal planning approach to carefully balance priorities and deliver the greatest level of benefits for bus and active travel modes. TfL shares a range of strategic, evidence-led datasets with boroughs to inform decision making and plan for London's streets. We work together with the boroughs to ensure that major roads are places that work for all users, while also working towards the goals of the Mayor's Transport Strategy.

The case studies in this section demonstrate how boroughs have delivered schemes that have successfully improved major transport corridors to meet the Mayor's Transport Strategy's aim for 80 per cent of travel to be by active, sustainable and efficient modes, and made these links safer for all users.

Kensal Corridor scheme (London Borough of Brent)

Background and issues

The Kensal Corridor scheme is a community-led movement and public realm improvement scheme, developed by the London Borough of Brent to reduce bus journey times, improve bus stop accessibility and station interchange, enable active travel, improve safety, and enhance the quality and sustainability of the local environment.

Kensal Corridor is an important route, notably for buses connecting the area with Willesden and the North Circular Road to the north, and central London to the south and west. The northern section of the corridor, is characterised by a wide range of local shops, cafés, bars, restaurants and the Kensal Rise London Overground station. A range of issues had been identified through community engagement, including:

- The impact of the high number of buses on the local environment and air quality
- Traffic congestion
- Poor bus access and reliability
- A poor pedestrian and cyclist environment, with narrow, poorly maintained footways
- A lack of consistent materials, trees and soft landscaping
- Street clutter and poorly maintained private shop fronts and courts

Approach

Through active participation of local community and user groups, and by taking existing bus services into consideration, the council adopted a place- and connectivity-based approach to design, ensuring that the community, and TfL, were involved at all stages of the design process – from the beginning through to final delivery.

The scheme was developed by the council working closely with the Kensal Consultative Group which was set up to help oversee community involvement in the project, and in collaboration with TfL.

Deliverables

The scheme delivered a range of improvements.

Accessibility was enhanced through:

- the removal of pavement obstructions, including redundant phone boxes and cycle stands outside the station, and introduction of clearly marked bays
- a new public space outside Kensal Rise Overground station

Bus stops were upgraded and bus movements made more efficient:

- Existing bus stops were made accessible by making kerbs higher, and a new accessible bus stop was introduced for route 302

- Passenger waiting areas were improved by widening the pavement
- Three new bus stop shelters were introduced
- Bus stands at Station Terrace were improved to now accommodate up to six buses at a time
- Outside the Overground station, carriageway were realigned and residential parking was relocated to mitigate the impacts of parked vehicles on bus flows, bus stop accessibility, congestion and associated manoeuvring delay during busy periods of the day

Public realm improvements and pocket park brought by the Kensal Corridor scheme

New cycle infrastructure was introduced:

- Chamberlayne Road now includes a segregated northbound cycle lane
- Kensal Rise station was enhanced with green cycle shelter and storage, and cycle hub outside
- Twenty-five new cycle stands were installed

Enhancement were made to pedestrian movement, safety and the environment:

- A 20mph speed limit was introduced
- Footways were widened, with a bespoke high-quality and durable surface
- Improved seating, lighting and litter bins
- Two new controlled crossings were introduced
- Redundant street furniture was removed

Greening features were added:

- Thirteen new trees were planted
- New pocket parks were installed along Chamberlayne Road and Station Terrace, including outside the station
- A large traffic island has been made greener

‘‘It has brought together the local Resident’s Associations… and the Business Association… to improve Kilburn Lane and Chamberlayne Road, improving the traffic flow [and] air quality, giving us a lovely, quirky high street’’
– Kensal Triangle Residents’ Association

Bus stop made accessible as part of Kensal Corridor Scheme

Completion date

September 2022

Stakeholders

London Borough of Brent, Brent Cycle Campaign, Brent Cyclists, emergency services, Brent Visually-Handicapped Group, local residents’ associations, Licensed Taxi Drivers Association Ltd, London United, Metroline, Network Rail, TfL, Queens Park ward Councillors.

West End Project: Transforming the Tottenham Court Road area (London Borough of Camden)

Background and issues

The West End Project is Camden Council's biggest-ever transformation scheme around Tottenham Court Road, Gower Street and Princes Circus. The scheme has responded to key local issues, including traffic congestion, road safety, narrow pavements, poor air quality and a lack of green space.

Approach

Two-way traffic has been introduced to Tottenham Court Road and Gower Street/Bloomsbury Street with sections open to buses and cycles only (from 08:00 to 19:00 Monday to Saturday) reducing congestion, improving road safety and making bus journeys more efficient.

The project transformed the heart of Camden's West End with wider pavements, improved pedestrian crossings and new cycle infrastructure. New and regenerated green spaces are central to the project, contributing to improvements in air quality, bringing better local access to nature and helping to tackle climate change.

Initial pre-engagement work shaped the scheme ahead of the consultation, and involved the delivery of more than 8,000 flyers, 579 face-to-face community interviews as well as public exhibitions. Engagement continued with opportunities to shape the plans for the new green and public spaces. More than 350 conversations took place around the green spaces, developing the final designs and ensuring the local community and users had ownership of the spaces and pride in the designs.

Inclusive plans ensured that areas were redesigned to be more accessible. Whitfield Gardens now has step-free access linking Tottenham Court Road to Whitfield Street. The project used Equality Impact Assessments and local data to focus on delivering improvements to bus journey times, accessibility and reliability. More places to sit, stop and rest were added through seats and pocket parks, while wider pavements now provide more room for pedestrians, wheelchair and mobility aid users.

The lack of green space was addressed through transformational changes to the public realm. Alfred Place, once a road, is now a park with places for children to play, lawns to relax on and a meandering pathway for locals and visitors to enjoy. At Princes Circus, the relocation of Shaftesbury Avenue and removal of traffic from part of Bloomsbury Street created a new large public space which has been transformed with new planting and seating. Whitfield Gardens has been rejuvenated through new lighting, uninterrupted sight lines and the planting of greenery in space that was previously a prime location for anti-social behaviour.

Greening of large new public space at Princes Circus

Outcomes

The area's overall Healthy Streets score increased from 52 to 67 with 12 of the 31 metric scores improving.

Traffic congestion was reduced on key streets in the scheme:

- Traffic reduction of up to 71 per cent on Tottenham Court Road during restricted hours
- Traffic reduction of up to 41 per cent on Tottenham Court Road out of restricted hours
- Traffic reduction of up to 46 per cent on Gower Street

Bus journeys were made more efficient through the scheme area:

- Bus routes 24, 29, 73 and 390 are all now quicker

In 2018, 17 of 18 sites did not meet air quality objective levels while only five of 19 sites failed to do so in 2021, demonstrating significantly improved annual mean concentrations.

Tottenham Court Road had a footfall of one million a week for the first time in Fitzrovia ever in the summer after works completed in 2019.

The scheme design enabled increases in the number of people cycling:

- Around 2.6km of new cycle lanes, including segregated cycle lanes, were introduced on Gower/Bloomsbury Street
- An average of 3,133 cycling journeys per weekday took place on Percy Street and Stephen Street
- The Santander Cycle docking station on Warren Street had 3,028 cycle hires in July 2021, its highest-ever number hires

New cycling infrastructure in the heart of Camden's West End

Biodiversity and the quality of the environment were also improved:

- A total of 70 new trees, including mature trees, were planted at St Giles Circus
- Three new public spaces were created
- One new park was created at Alfred Place
- The park at Whitfield Gardens was rejuvenated
- Four new pocket parks were introduced

Local heritage was cared for:

- Grade II listed lamp posts, memorials and fountains were restored and reinstalled, along with the restoration of the Fitzrovia Mural

Completion date

Tottenham Court Road was made into a two-way street in spring 2019 and traffic restrictions were implemented March 2021.

Gower Street/Bloomsbury Street was partially made a two-way street in February 2021, and fully two-way in May 2022.

The Princes Circus southern space project was completed and opened in July 2023.

Stakeholders

Arcadis, Eurovia, Idverde, LDA Design, NRP and TfL.

Lea Bridge Road (London Borough of Waltham Forest)

Background

Lea Bridge Road has been transformed into an attractive destination for all, with new public spaces, improved cycling and walking routes, and reductions in bus journey times. It is one of three east-to-west routes linking residents to central London, running from Whipps Cross Roundabout in the east to the borough border with Hackney in the west, and is heavily used by up to 30,000 vehicles and 1,500 cyclists daily.

There are 452 businesses on or near Lea Bridge Road, alongside schools and places of worship, with 10 bus routes running along the road, many which connect the borough to central London. It is a busy route with multiple uses, from urban high street to green connector route with Epping Forest and the Lee Valley.

Approach

As the flagship scheme of the London Borough of Waltham Forest's Enjoy Waltham Forest Programme, Lea Bridge Road was revolutionised by the council with an investment of £17m in 2019 to achieve the following objectives:

- Create a thriving high street and place for community interaction, increasing footfall and business opportunities
- Make the road safer and more attractive
- Make walking and cycling a more attractive and convenient option for local people
- Smooth traffic flow by upgrading junction signals and improving the borough's road network

To achieve these aims, the scheme delivered:

- Fully protected cycle tracks were installed along the four-kilometre length of road, with a total of 8km of segregated cycle lanes
- A total of 52 transformed side roads with new blended crossings
- Thirty-three improved bus stops
- Seven key junction upgrades
- A new pocket park
- Nine new pedestrian- and cyclist-controlled crossings
- More than 200 new trees

To implement the scheme, extensive engagement and consultation was carried out between June and December 2015, including:

- A total of 956 people responded to the consultation, with 3,452 individual comments received
- The scheme's plans had 8,434 unique visitors online
- Notification of the consultation was delivered to 13,000 properties
- More than 3,000 flyers were handed out at various locations along Lea Bridge Road every day for four and a half weeks

- Visits to 5,876 residential properties reminding residents to respond to the consultation
- Six drop-in sessions were held to inform residents, four for the general public and two specifically for business stakeholders
- All 452 businesses located on the road were contacted at least once over the four and half week period, with follow-up conversations with many and a number of businesses spoken to twice or more

Construction began in autumn 2015 and was implemented in six phases to minimise impacts for residents and businesses.

Lea Bridge Road/Hitcham Road before transformation

Lea Bridge Road/Hitcham Road, after transformation

Outcomes

A 111 per cent increase in the number of cyclists recorded from an average of 883 per day in July 2016 to 1,862 per day in June 2023. Improved bus reliability on more than 78 per cent of bus routes.

There were 72 collisions on Lea Bridge Road in 2017, including three fatal collisions, before the scheme being completed. This number was reduced to 62 in 2022, with no fatal collisions taking place.

Two new cycle shops have opened on Lea Bridge Road.

Completion date

October 2019

Stakeholders

Contractors: Gristwood and Toms, JB Riney, John Graham Construction, Kier Group, Project Centre, Raymond Brown Construction, what if: projects, and Urbaser.

Other stakeholders: Argall BID, Bakers Arms Business Group, Corporation of London, Lea Bridge Road Mosque, Lee Valley Regional Park Authority, London Travelwatch, Network Rail, Police and Emergency Services, and Whipps Cross Hospital.

New pedestrian and cyclist-controlled crossing at Lea Bridge Road/Church Road junction

Feltham town centre improvement (London Borough of Hounslow)

Background

Feltham Town Centre is a local centre with significant pedestrian activity, but the public realm was degraded and the highway layout was a barrier to pedestrians crossing. It also lacked infrastructure for people cycling. Feltham's train and bus stations are adjacent to the High Street, although interchange between the modes was not of high-quality and the railway line further disconnected people and businesses in the area.

Network Rail intended to extend the platforms at Feltham Station, which meant a level crossing at the station's western end would have to be removed. This change was seen by the council as an opportunity for wider changes to the town centre, making it healthier, safer and more attractive for people travelling by bus and for people cycling and walking.

Approach

The project was developed in collaboration between the council, Network Rail and TfL, with funding contributions from all parties and private sector investment. A public consultation, including several exhibitions and the distribution of 3,500 leaflets, showed overall support for the scheme.

The first project phase saw the closure of the level crossing and lengthening of the station platforms. This was accompanied by changes to the highway network to minimise the impact of the closure on surrounding roads, and improve road safety and bus journey times. New bus stops were installed for routes 490 and 285, with ramps linking these to the new step-free entrance to the station. Network Rail also installed a new pedestrian and cycle bridge crossing the railway, which has significantly improved connections.

The second phase of the project involved improvements to the town centre, including:

- New and upgraded formal pedestrian crossings
- Widened footways
- Repaved footways, resurfaced carriageways and new street lighting
- New cycle parking, benches and trees and the removal of street clutter
- A larger bus shelter at the northern end of the High Street
- Improvements to the area around the Feltham Pond war memorial
- Lengthening of bus lanes and the inclusion of cycle lanes on both sides of the High Street

Outcomes

The scheme has brought significant benefits for all sustainable modes, enhancing streets for everyone that uses them, making the town centre a better place to live, work and shop. The social, environmental and economic benefits of the scheme are estimated to have a value of more than double the construction costs, meaning it offers high value for money.

Bus provision was improved by realigning services away from the old station forecourt area to stopping on the High Street on the widened railway bridge. Together with a new eastern station entrance, this provides a better interchange experience with fewer delays in services for the bus routes that serve the railway station and Feltham High Street. Routes 285 and 490 experienced passenger journey time savings of more than two and half minutes.

The new cycle lane and lengthened bus lane in Feltham town centre

New cycling and walking infrastructure enhanced facilities for people walking and cycling, improving connectivity and providing a high-quality cycle route through the town centre. Improvements to the public realm have made the streets a nicer place to spend time, encouraging people to stay in the area for longer periods of time, bringing regeneration benefits for local business.

Public realm improvements around the war memorial at Feltham Pond

Completion date

Station works and town centre regeneration complete by April 2021

Bond Street revitalisation (Westminster City Council)

Background

The quality of the public realm in Bond Street was not in keeping with its reputation as an international retail destination, and the quality of the outdoor environment did not match the high-end quality of the surrounding buildings and retailers. In addition, the allocation of space did not reflect the distribution of road users, with up to three lanes of traffic, but narrow footways compared to the high levels of footfall. The area was expected to see further increases in footfall with the upgrade of Bond Street station and the arrival of Elizabeth line services.

Approach

Westminster City Council wanted to deliver a fully revitalised street environment that better connected Bond Street to the wider Mayfair area, and create a unique environment where people want to spend time and businesses want to be located. The project was developed by the council in conjunction with the local business partnership, New West End Company, and TfL, using both LIP and third party funding. Publica – which specialises in research-led urban change – was commissioned to design a new look for Bond Street. They developed the design following a detailed audit and analysis of both the street itself and the wider neighbourhood.

The council managed stakeholder engagement throughout the design process and ran local events to present the plans and design. This helped forge a strong relationship with local businesses, which ultimately helped secure wider support for the measures.

In July 2016, Westminster council engaged with local residents and businesses through the widespread distribution of a leaflet (posted to more than 4,500 properties in the local area and emailed to more than 200 key contacts), inviting them to attend one of three briefing events. These events were attended by more than 40 business representatives, stakeholder organisations and residents.

A subsequent stage of engagement took place in October in the same year specifically to present the proposed changes to parking and loading, address concerns and provide the additional technical information requested during the previous engagement.

The scheme used high-quality materials to widen footways, along with reductions in street clutter to improve the pedestrian environment and urban realm. Enhanced, wider crossings were added to accommodate increased footfall, while new street furniture, public seating, greenery and lighting were also introduced to accompany the enhancements.

Changes to parking and loading arrangements were key to the delivery of the project, enabling parking and loading to be better managed while providing more space for people walking during certain times of the day through time-controlled loading and parking pads. A restricted parking zone was introduced to enable this.

The scheme was delivered in phases, to maintain access while completing the resurfacing process.

Bond Street before (left) and after (right) the enhancements

Outcomes

The project was largely completed in 2018, with the final sections outside Bond Street station complete in 2020. It has delivered an environment much more in keeping with the role of the street and how people travel along it. Highway space was significantly reduced, creating more space for people walking, appropriate to the volumes of footfall. Resurfacing and the addition of new street furniture has made it a more attractive place to spend time. The design rationalised parking and loading arrangements, and made safety improvements for people cycling.

Completion date

2020

Bond Street before (left) and after (right) improvement works

Quieter and safer neighbourhoods

We know that the most common reason people do not cycle more in London is a fear of traffic collisions, while high volumes of traffic also put people off walking more, especially adults walking with children. More than one third of all car trips made by London residents cover a distance of less than two kilometres, while a quarter of car trips during the weekday morning peak are made to drop children off at school. There is therefore a significant opportunity for local trips to switch from car to active travel modes, particularly on the school run.

For this reason, schemes that reduce traffic are a key part of the set of Healthy Streets measures required to meet the Mayor's Transport Strategy aims, as low traffic volumes enable more local trips to be made by walking or cycling as well as making streets safer and quieter while reducing pollution and cleaning the air. A large numbers of School Streets have been installed across the city since the pandemic, bringing the benefits of reducing traffic outside schools, improving air quality and increasing the number of children walking or cycling to school.

In addition, the London boroughs have also introduced around 100 Low Traffic Neighbourhoods since 2020. The evidence shows that by reducing through traffic, Low Traffic Neighbourhoods reduce casualties by 50 per cent, enabling people to walk and cycle more and leading to reductions in crime. TfL will therefore continue encourage boroughs to introduce School Streets and Low Traffic Neighbourhoods and work with those that have already expressed an interest in implementing these schemes to improve the safety of their communities and residents.

The case studies in this section show how boroughs are successfully implementing schemes that reduce traffic in local streets, making them safer and more pleasant places to spend time in.

South Chiswick Liveable Neighbourhood (London Borough of Hounslow)

Background

The South Chiswick Liveable Neighbourhood project was launched in late 2019 following the council's successful bid to the Mayor of London's Liveable Neighbourhood programme. The project combines a range of schemes across the Grove Park and Dukes Meadows areas of Chiswick that focus on increasing the number of trips made by foot, bike and public transport, and improving local public space and air quality.

Approach

To help shape these proposals, the Council ran a public consultation in late 2019 and collected data on traffic volumes, speeds and movements across the area. The feedback from residents, schools, businesses and local community groups was reviewed, along with traffic data for the area, and a series of measures were trialled as part of the Council's Streetspace programme in response to the coronavirus pandemic. These proposals aimed to transform the area, preventing motorists from using residential streets as a cut through between strategic roads. The majority of the trials were approved to be made permanent in 2021, however some schemes were amended and re-trialled in response to stakeholder feedback.

A range of access restrictions were introduced that have significantly reduced through-traffic volumes and speeds. This reduction in traffic volumes and speeds has helped to improve safety on the roads, supported people to be more physically active and sustained recent improvements to local air quality.

As part of this project, two School Streets were also implemented at Chiswick School and Grove Park Primary School to remove traffic from outside school gates at collection and drop-off times, further improving safety and air quality.

Some elements of the project are still ongoing, and the council has recently consulted on public realm and highway improvements to the Grove Park area, which aims to create a people focused 'public square 'next to the local shops and Chiswick railway station.

Outcomes

The volume of traffic recorded on local roads within the area has reduced by an average of 33.1 per cent between 2019 and 2022, with a reduction of up to 85 per cent on some roads.

Most locations surveyed after the project's implementation showed a reduction in traffic speeds compared to data from before implementation.

Walking and cycling has increased within the South Chiswick Liveable Neighbourhood area. On Burlington Lane, the number of people walking has decreased, while the number of people cycling has increased. On Staveley Road, the number of people walking and cycling has increased from December 2021 to December 2022, however, these decreased from January 2022 to January 2023.

Air quality improved in the area, with the concentration of nitrogen dioxide recorded between 2021 and 2022 falling relative to the borough average, which is likely to be the result of lower traffic volumes and speeds within the area.

A temporary diagonal road closure at Staveley Road/Park Road

The permanent diagonal road closure at Staveley Road/Park Road

Completion date

Temporary Streetspace scheme implemented in 2020, and approve to be made permanent in 2021, substantially completed in March 2023. Some elements still ongoing.

Stakeholders

London Borough of Hounslow, local community groups, residents, and TfL.

Stoke Newington Low Traffic Neighbourhood (London Borough of Hackney)

Background

Stoke Newington Church Street is a B-road that is a busy town centre and hosts local amenities, including schools, a fire station and town hall. It is an important street for bus services and walking and cycling routes. In September 2019, its daily average motor traffic was in excess of 10,000 vehicles, which greatly impacted local air quality and the experience of people walking and cycling.

Approach

The scheme started as part of the LEN16 project, a Low Emission Neighbourhood project funded by the Mayor's Air Quality Fund with the objective of reducing polluting traffic on Stoke Newington Church Street. In September 2020, the council used an experimental traffic order to approve the implementation of traffic measures in the Stoke Newington Church Street area as part of the Council's Rebuilding a Greener Hackney programme. The scheme was submitted to the Department for Transport's Active Travel Fund for funding which came through TfL's Streetspace programme.

In September 2021, the borough created a Low Traffic Neighbourhood centred on Stoke Newington Church Street. A modal filter, designed to limit through-journeys by certain modes of transport, on Stoke Newington Church Street was installed, to be in operation from 07:00 to 19:00, permitting only buses, cyclists, pedestrians and emergency vehicles to pass through between these times. The restriction time was intended to balance the need to reduce traffic with the delivery and service requirements of businesses, while ensuring sustainable modes were supported every day of the week. A further five traffic filters were introduced in the surrounding area to prevent traffic from using alternative residential routes as a shortcut. The council worked with TfL to amend signals on neighbouring roads to mitigate traffic impacts in the wider area.

In the year following the scheme's implementation, additional pedestrian measures were added, including new raised tables on side-road entries with pedestrian priority, footway widening, tree planting and the addition of parklets.

During the experimental traffic order, residents and business were able to share their views on the scheme through an online citizen engagement platform. Feedback on the scheme was promoted through:

- The distribution of letters, drawings and leaflets to local residents
- Articles in Hackney Today
- Social media posts, including the online neighbourhood hub Nextdoor, and e-newsletters, including targeted, area-based social media advertisements

More than 2,400 responses were received, with 58 per cent of local residents agreeing that all or some of the temporary traffic filters should be made permanent. Among all responses, views were split evenly between those in favour and against, although 70 per cent of people who did not own a car were in favour of keeping the scheme. The council made the scheme permanent in March 2023, after reviewing

the consultation responses, including the overall positive response of those living in the area, as well as traffic, walking and cycling, bus journey time and air quality data.

Stoke Newington Church Street after the implementation of a modal filter

Outcomes

A year after the scheme was implemented, during the operational hours of the modal filter, designed to limit through-journeys by private motor vehicles, data recorded showed:

- A 60 per cent reduction in motor traffic
- A 16 per cent increase in pedestrian flows
- A38 per cent increase in cycle flows
- An overall reduction in east-to-west traffic in the area
- No significant impact on bus journey times

Transaction data from Mastercard also showed that the number of transactions that took place in shops on the street was higher than the comparative period before the scheme was implemented., This rise reflected the increase in pedestrian footfall.

Modelling of air quality was completed at 919 locations in the area. This predicted the schemes was having a positive impact on air quality in 26 locations, a negligible impact in 876 and a negative impact in 17 locations.

Completion date

Experimental scheme implemented September 2021, made permanent March 2023.

Stakeholders

Bus operators, emergency services, local community groups and disability groups, local residents, businesses and schools, London Borough of Hackney, Royal Mail, and TfL.

Rokesly Junior and Rokesly Infant and Nursey School Street (London Borough of Haringey)

Background

Rokesly Junior school and Rokesly Infant and Nursery school are both in the Crouch End area of Haringey. The schools are located off the busy Tottenham Lane and within walking distance of Crouch End town centre. Together, they have a total of 624 pupils, from infants to age 11.

Approach

The London Borough of Haringey launched a School Street in April 2021 on an experimental basis that was made permanent in May 2022. The closure covers Elmfield Avenue and Hermiston Avenue to include the entrances to the infant and nursery school, and operates Monday to Friday from 08:15 to 09:45 and 14.30 to 15:45, during term time. The entrance to the infant and nursery school is located on Elmfield Avenue, where the W3 bus route which connects Northumberland park to Finsbury Park also runs.

All vehicles are banned from the School Street zone during the hours of operation, except for:

- residents who live within the closure
- businesses operating within the closure
- Blue Badge holders who require access to the street during the specified times
- medical professionals visiting a resident living on the School Street
- registered school buses and vehicles belonging to the school

Information sign for School Street at Rokesly Primary School

The school is surrounded by residential streets, where 85 per cent of residents living within the closure are exempt from the scheme. Pupils of the school that have a disability that prevents them from walking or cycling to school are also exempt, but the school must apply for the exemption on behalf of the pupil and their family. Individuals with a controlled parking zone permit are also exempt and have to apply for a School Street permit separately.

Outcomes

The School Street is supported by the local community. A survey conducted by the borough revealed over half of parents, carers and members of the wider community surveyed were in support of the School Street, and eight per cent reported the street felt calmer and quieter after scheme was launched.

Traffic counts conducted before and after the School Street was introduced found an 18 per cent reduction in motor vehicles, two per cent reduction in speed and 115 per cent increase in the use of pedal cycles. Over two days of monitoring, the average number of motorised vehicles driving through the School Street every hour was 89 per cent lower during the closure period than outside it.

The average speed of motor vehicles was 12.8mph during the morning school drop off and 16.4mph during the afternoon pick up, compared to 14.5mph and 16.2mph outside of the closure period.

The schools were awarded TfL STARs (now Travel for Life) Gold accreditation in September 2021.

Completion Date

April 2021

Stakeholders

London Borough of Haringey, local residents and community, Rokesly Junior school and Rokesly Infant and Nursery school.

School Street information banner for Rokesly Junior School

Havering School Streets (London Borough of Havering)

Background

The issue of traffic congestion and road safety outside schools is common throughout the borough. In keeping with the London Borough of Havering Air Quality Action Plan (2018) and the aspirations of School Travel Plans, a pilot School Street programme was proposed to try and reduce traffic congestion and improve air quality and general road safety near to identified schools.

Approach

Then council identified 23 schools where a School Streets scheme could work, working in three phases of delivery. The first phase was a trial at three sites: Branfil Primary School, Hylands Primary School, and Squirrels Heath Infant and Junior School. Surveys conducted over a five-day period during school pick-up and drop-off times had identified antisocial or illegal parking at all three locations, with 529 incidences at Branfil Primary School, 247 at Hylands and 477 at Heath Infant and Junior School.

The School Streets were implemented under experimental traffic orders, with local residents, businesses and schools invited to take part in a public consultation exercise during the first six months of the scheme being in operation. Pedestrian and pedal cycle only zones operate from Monday to Friday during school term time, from 08:00 to 09:30 in the morning and 14:00 or 14:30 to 15:30 or 16:00 in the afternoon, and are enforced by number plate recognition cameras, preventing access by any motor vehicles, including those belonging to parents and guardians, while giving residents full access to their properties through a special access permit. Emergency services are exempt, with plans to also make Blue Badge holders exempt and review restrictions for other vehicles such as taxis and council refuse and waste collection.

Outcomes

Traffic within the scheme area was reduced by at least 40 and more than 55 per cent in some cases, delivering a safer walking and cycling environment. This showed that the scheme is having the intended results and the councils' objectives are being met.

Consultation responses showed that the school, residents and business respondents in the area around Branfil Primary School shifted from being slightly not supportive of the scheme before its implementation to being in overall agreement after implementation. At Hylands Primary School, the consultation showed that there was majority support both before and after implementation of the School Street. The same was true for respondents directly affected by the scheme at Squirrels Heath Infant and Junior School. As a result of these monitoring and consultation results, all three School Street schemes were made permanent by Havering council in 2022.

Completion Date

Temporary schemes installed September 2020 and made permanent March 2022.

Stakeholders

Branfil, Hylands and Squirrels Heath schools, London Borough of Havering, local community, residents and businesses.

Bute Street (Royal Borough of Kensington and Chelsea)

Background

Bute Street in South Kensington is home to a mix of local shops, cafés and restaurants and has hosted a Saturday farmers' market since 2009. Located on Quietway 15, the street is relatively narrow, with one way parking and loading on both sides of the street until 2020, making it an unattractive environment for walking and cycling.

Approach

In October 2020, the council closed Bute Street to motor traffic under an experimental traffic order to create more space for people walking and cycling, and enable restaurants and cafés to place tables and chairs outside their premises. Pedal cycles were exempt from the street's one-way system with the aim of encouraging more local cycle trips, and parking was suspended on the street. Access was maintained for emergency services, loading and unloading and Blue Badge holders. The scheme was well received, with six objections and 47 messages of support to the consultation on the experimental traffic order, leading to the council making the scheme permanent in 2022.

Outcomes

Alongside the removal of through traffic, a Bute Street working group was established to develop proposals to improve the public realm and make use of the potential additional space for walking. The council also engaged with market traders to ensure their needs were considered. A public consultation on this scheme found support for further proposed measures, including:

- A continuous, level footway and carriageway, paved in natural stone
- Additional planting to help improve air quality, including new trees
- Low-level planting and sustainable drainage, to collect rainwater and help reduce potential flooding
- A new street layout to accommodate up to 22 market stalls for the Saturday farmers' market
- Spill-out space to enable cafés and restaurants to cater for outdoor eating and drinking
- A new drinking water fountain

These will be delivered through a council investment of about £1m across 2023/24.

'Bute Street is already a bustling corner of South Kensington and with new trees, new paving and a new layout we can make it a must visit destination. When we consulted, people wanted more space for market stalls and a new drinking fountain – great ideas that we've incorporated into the designs. This transformation will make the road greener and safer for residents and visitors alike.'
– Councillor Cem Kemahli, lead member for Planning and Place

Completion Date

Temporary scheme installed October 2020 and made permanent March 2022. Public realm upgrade to be complete in 2024.

Stakeholders

Bute Street Working Group, South Kensington Farmers' Market, Royal Borough of Kensington and Chelsea

Bute Street traffic filter with public realm improvement works underway

Safer speeds, streets and junctions

To achieve the Mayor's Vision Zero goal of eliminating all death and serious injuries on our transport network by 2041, London's boroughs and TfL have ambitious plans to make all aspects of the network safer. For streets, this means focusing on the greatest causes of harm, the locations where people are most at risk and the safety of the most vulnerable road users. This requires a mix of approaches, including redesigning junctions and adding safety features to streets, slowing traffic speeds, but also reducing danger for vulnerable road users by providing spaces with little or no traffic. With the London boroughs responsible for 95 per cent of our streets, borough delivery is fundamental to meeting Vision Zero.

Excess speed is the most common cause of road collisions in London. Lowering motor vehicle speeds is therefore a key pillar of our Vision Zero approach. A total of 16 boroughs currently have 20mph limits on at least 75 per cent of their road network, and we are encouraging all boroughs to adopt borough-wide 20mph speed limits. We have a programme of lowering speeds on our roads, with an aim of delivering 20mph speed limit on 220km of roads by 2024, more than 140km of which has already been delivered.

TfL have made safety improvements at many of London's most dangerous junctions through the Safer Junctions programme, and continue to support and work with boroughs to prioritise and deliver schemes that improve road safety. This collective action has made London's streets safer, with a 38 per cent decrease in the number of people killed or seriously injured on London's roads compared to 2005 to 2009. This includes a 63 per cent reduction in the number of children fatally or seriously injured on our roads, and a 52 per cent reduction in the total number of fatalities.

Analysis of borough and TfL programmes has shown how they contribute to this improvement. The Safer Junctions that have been implemented have seen a 10 per cent reduction in pedestrian collisions and 41 per cent fewer cycle collisions (data to March 2020). There has been a 24 per cent decrease in the number of people killed or seriously injured on the TfL Road Network in central London where 20mph speed limits have been introduced (compared to a comparable 10 per cent on roads where lower speeds have not been implemented in the same period), and the evidence shows that the level of risk for people cycling has decreased the most in boroughs where the Cycleway network has been expanded the most.

The case studies in this section show how boroughs are successfully implementing schemes that reduce traffic, lower speeds and tackle high-risk locations to make our streets safer and contribute to achieving our Vision Zero ambition.

Borough 20mph zone (London Borough of Richmond upon Thames)

Background

Richmond previously had a limited number of 20mph zones, but most roads were 30mph. The council identified an opportunity to implement a borough-wide 20mph speed limit, with a range of aims, including:

- Contributing to the council's wider aim to improve air quality
- Reducing vehicle speeds, particularly on roads with a record of vehicles exceeding the speed limit
- Reducing the number and severity of traffic collisions
- Creating environments which encourage more walking and cycling
- Making neighbourhoods more attractive places to live
- Creating a consistent 20mph speed limit, in line with neighbouring boroughs
- Reducing the need for physical traffic calming measures

Approach

In 2018, the council proposed the introduction of a 20mph speed limit across Richmond to replace the previous zone-based policy. An extensive consultation was completed, with 10,000 responses. More than 80,000 leaflets were delivered, inviting comments through an online questionnaire, with a paper version also available. This was supported by communication initiatives, including social media, videos, press releases and media interviews, and targeted communications sent to key organisations. Community conversation events were also held across the borough.

Following the consultation, an amended proposal for a borough-wide 20mph was approved that excluded the TfL Road Network and sections of other strategic roads. It was rolled out in phases between August 2019 and March 2020. Signage used existing street lighting columns or posts in most cases, and the installation was used to declutter and remove other signage. Road markings were also added at key points, such as where the speed limit changes or near schools.

Outcomes

A year after implementation, overall speed reduction was evident across most sites measured. A borough wide mean speed reduction of one mph had occurred across all sites surveyed, while a reduction of three mph had occurred across the top 20 highest speed roads. Some roads experienced reductions of eight mph. Air quality monitoring concluded that any impacts on air quality were minor in comparison to larger impacts from the pandemic and meteorological variability. The borough-wide roll-out was estimated to have had costs half of those than if borough coverage had been achieved through continuing partial deployment over an extended period.

Completion date

March 2020

Stakeholders

Residents and businesses, community groups, transport operators and TfL.

Whipps Cross interchange (London Borough of Waltham Forest)

Background

Section G of Lea Bridge Road, the former Whipps Cross roundabout, is used by approximately 30,000 motor vehicles and 1,500 cyclists a day. The original layout was a large roundabout connecting three major roads. The environment was hostile to vulnerable road users as vehicles travelled at high speeds and there were no facilities for crossing the road for either pedestrians or cyclists. The key criterion was to develop a scheme which supported safer multi-modal travel through the junction and on to key routes and locations nearby.

Whipps Cross Roundabout prior to scheme implementation

Approach

The interchange was transformed into a T-junction between January 2017 and October 2019, providing protected cycle lanes on all roads around the junction. The junction also now includes signalled crossings for pedestrians and cyclists, which did not exist previously, enabling both people walking and cycling to cross the roads safely, and access the new bus interchange, shops and hospital. Previously there were only two bus stops, however due to the expansion of the bus interchange there are now six bus stops and three extra bus stands which will allow for future growth in services. The new interchange has allowed increased bus capacity and service delivery, and offers improved seating area and public realm space as well as accessible bus stops.

The Whipps Cross T-junction also includes a new public realm area, designed using the Healthy Streets indicators, and more than 1,800 square metres of quality and accessible land has been returned to Epping Forest. To enable the scheme, some

trees on the roundabout needed to be moved or removed. Cuttings were taken from a native species of Walthamstow apple tree. These were successfully bud-grafted and have subsequently been replanted around the borough.

Aerial view of T-junction at Whipps Cross interchange

Outcomes

Heidi Alexander (then Deputy Mayor of London for Transport), Will Norman (Walking and Cycling Commissioner), and Cllr Clyde Loakes officially opened Whipps Cross interchange in October 2019. Alongside this local schools were invited to come and return land to Epping Forest by sowing local wildflower seeds.

An 111 per cent increase in the number of cyclists recorded from an average of 883 per day in July 2016 to 1,862 per day in June 2023.

Improved bus reliability on more than 78 per cent of bus routes and increase of 350 per cent in bus facilities.

There were five collisions at Whipps Cross roundabout in 2017, prior to the scheme being completed. This reduced to three in 2022.

Completion date

October 2019

Stakeholders

Contractors: Corporation of London, Gristwood & Toms, J.B. Riney, Kier, Project Centre, what if: projects, and Urbaser.

Other stakeholders: London Travelwatch, Police and emergency services, and Whipps Cross Hospital.

Stratford gyratory (London Borough of Newham)

Background

Stratford Centre is a major transport interchange, hosting Stratford station which hosts London Overground, Elizabeth line, National Rail, London Underground and DLR services, as well as being home to Stratford bus station. It also functions as a local centre, with a shopping centre, a local High Street, and a range of community attractions and facilities. Stratford is an area experiencing significant housing growth. This means it attracts high pedestrian footfall, cycle and public transport trips as well as being part of the strategic road network. The previous road network was in the form of a gyratory around the shopping centre, with two lanes of traffic in a single direction, a lack of safe cycle infrastructure, an unattractive public realm, and bus routings that weren't intuitive, due to the need to for different routings in each direction.

Approach

TfL granted the London Borough of Newham Major Scheme LIP funding for the transformation of the gyratory. The aspiration was to rejuvenate a traditional high-street environment, improve connectivity and interchange, and enable cycling to the town centre. Extensive consultation was completed with residents and local businesses as part of the scheme's development.

Key to the scheme was the conversion of one-way working to two-way working. Works started in 2017, with partial then full two-way working established in two phases in 2018. The full works were completed in 2019, and included the introduction of a segregated two-way cycle lane to the centre, extending Cycleway 2.

Facilities for people walking were improved - new signal-controlled junctions with full pedestrian and cycle facilities were added, and footway space improved and widened. A 20mph speed limit throughout was also introduced to make the space safer for all users. The overall environment has been made more attractive with planting, new seats, lighting upgrades and murals on shopfronts to encourage more people to enjoy the area.

TfL also worked with the council to complete the plans for the Stratford low emission bus zone. Only new and retrofitted buses that meet the cleanest emission standards can operate within the zone.

Outcomes

The area was improved for all sustainable transport users, with safety significantly enhanced. The cycle lanes provide high-quality segregated infrastructure connecting from Stratford town centre to central London. Pedestrian safety has been enhanced through the lower speed limits and new pedestrian crossings. The bus network has also been simplified through the introduction of two-way working.

Completion date

2019

Delivering Low Traffic Neighbourhoods as part of Islington's wider People Friendly Streets programme (London Borough of Islington)

Background

A programme of Low Traffic Neighbourhoods has been implemented since June 2020 across the borough including at Canonbury East, Canonbury West, Highbury, St Peter's, Amwell, Clerkenwell and St Mary's Church as part of the council's wider People Friendly Streets programme. The schemes were initially installed as part of the Islington Council's coronavirus pandemic response, supporting TfL's Streetspace programme.

Approach

Following Government guidance, experimental traffic orders were used to establish each of the Low Traffic Neighbourhoods, followed by stakeholder engagement, monitoring and public consultation. The experimental traffic orders have been made permanent in 2022/23 and 2023/24.

In response to consultation and community feedback, specifically from disabled people or residents with reduced mobility who need to use a motor vehicle for local trips, the council introduced the innovative 'Home LTN' Blue Badge exemption policy trial. The Home LTN policy exempts Blue Badge holders from camera-enforced filters in the Low Traffic Neighbourhood in which they reside. These LTN exemptions were made permanent in 2023. By September 2022, over 900 Blue Badge holders in the borough were benefiting from a Low Traffic Neighbourhood exemption and in December 2022, the TfL service for disabled people 'Dial-a-Ride' was also exempt from all camera-enforced traffic filters in Islington. These innovative developments help to make a more equal Islington for all.

Modal filter in St Mary's Church Low Traffic Neighbourhood

Outcomes

The findings from the monitoring of the Low Traffic Neighbourhood People Friendly Streets schemes shows they are achieving the desired objectives of reducing road traffic and road danger plus making it easier and safer to walk, wheel and cycle:

- Comparison from 2019 and 2021 shows a decrease of 13.5 per cent in people killed or seriously injured on roads in Islington, suggesting an improvement in the safety of local roads without excessive burden on boundary roads.
- On internal roads, traffic volumes have fallen by 64 per cent and speeding traffic has fallen by 79 per cent.
- On boundary roads, traffic volumes have fallen by three per cent and speeding traffic has fallen by three per cent. On average across all boundary roads there has been a decrease in traffic.
- Cycling volumes on internal roads increased by 49 per cent and on boundary roads by ten per cent.

As part of the wider People Friendly Streets programme, cycleways, and people friendly pavement improvements (clutter removal and dropped kerb provision) are being developed and implemented to make walking, wheeling and cycling easier. Where possible the council are installing planters and other greening opportunities, such as tree planting, in Low Traffic Neighbourhoods to help mitigate climate change impacts and make local neighbourhoods more attractive.

Modal filter in St Peters Low Traffic Neighbourhood

Completion date

Temporary implementation between June and December 2021 and made permanent across 2022/23 to 2023/24.

Stakeholders

Disability Action in Islington, emergency services, local groups including Cycle Islington and Living Streets, local residents and businesses, neighbouring boroughs, and TfL.

Enabling cycling

Cycling plays a key role in achieving the aims of the Mayor's Transport Strategy and working towards a cleaner, more sustainable city. The Mayor's Transport Strategy sets the aim to make London the world's best big city for cycling, where everyone who wants to cycle can do so and where it becomes a fundamental part of a thriving, progressive modern city.

Through the Cycling action plan and its successor, the Cycling action plan 2, TfL has set out how this vision can be achieved through collaboration with boroughs as well as other stakeholders. The first Cycling action plan outlined our strategy to increase cycling levels, while the new action plan sets out how TfL and the boroughs will expand London's cycle network and ensure cycling becomes a genuine option for all.

Since the publication of the first Cycling action plan in 2018, the boroughs have delivered, in collaboration with TfL, a mix of physical infrastructure and behaviour-change programmes to enable more cycling in London, including:

- More than 350km of high-quality routes under a unified Cycleways brand, doubling the size of the network since 2018
- A total of 17,000 cycle parking spaces, funded by TfL since 2019 through our Healthy Streets programme, with thousands more funded by London boroughs
- Bikeability level 2 training for 100,470 children between 2018 and 2022
- Cycle training sessions for 63,270 adults across London between 2018 and 2022

The following case studies show just a few examples of schemes successfully delivered by boroughs during this time that have led to an increase in cycling and, crucially, made our streets safer for people who already cycle.

TfL and the boroughs are now working together towards the key target to increase daily cycle journeys by one-third to 1.6 million by 2030 - with 40 per cent of Londoners living within 400 metres of a high-quality route expanded cycle network by 2030, up from 22 per cent in 2022.

Parcels not Pollution phase 2 (London Borough of Hammersmith & Fulham)

Background

MP Smarter Travel were commissioned by the London Borough of Hammersmith & Fulham to deliver a second phase of the Parcels not Pollution project. The council wanted to build on the success and learnings of the 2019/20 project led by Hammersmith Business Improvement District and delivered in partnership with the council and e-cargobikes.com.

Approach

The second phase expanded the scope to a larger geographical area and more cargo bike operators. With planned cycleway expansions, many independent shops, high levels of congestion, poor air quality, and Hammersmith Bridge closed to motor vehicles, the borough is perfectly placed for increased cargo bike use.

The project was designed to provide support to businesses to accelerate uptake of cargo bikes and help make this mode of delivery mainstream. MP Smarter Travel provided tailored assistance to businesses to help them make the switch to cargo bikes. This work removed the 'faff' of researching the entire cargo bike market through a brokerage-like service; only presenting the best option for a business.

The key objectives for the project overall were:

- Replace motor vehicle trips in the borough with cargo bike trips
- Switch an estimated 15 businesses to using cargo bikes
- Contribute to reducing air pollution, noise pollution, and carbon emissions
- Create two case studies of businesses that have switched to cargo bikes
- Hammersmith & Fulham to become renowned for zero-emission deliveries

Outcomes

- 154 businesses engaged about cargo bikes – 80 per cent more than the target of 85 and 47 per cent of listed businesses
- 14 business switches to using cargo bikes, one away from the target of 15
- Three businesses purchased or leased a cargo bike
- Eleven businesses switched to a cargo bike-based courier or service
- £1,184 subsidies distributed
- Estimated 2,357kg of carbon dioxide emissions and eight kg of nitrogen dioxide emissions to be avoided each year through the use of the three newly purchased cargo bikes (calculated by crossriverpartnership.org/clean-air-tool)

Completion date

Parcels not Pollution launched 2019/20, phase 2 conceptualised in 2021/22, completed July 2023.

Stakeholders

London Borough of Hammersmith & Fulham, MP Smarter Travel, Hammersmith Business Improvement District, local businesses.

Cycleway 9 (London Borough of Hounslow)

Background

When fully completed, Cycleway 9 will provide a safe and convenient cycle route between Hammersmith, Chiswick and Brentford town centres, connecting the many businesses and transport hubs along the A315 corridor.

Cycleway 9 is part of a wider Priority Cycle Network within the borough. C9 provides an important east-to-west spine for other routes within this network, linking town centres and other key destinations to residential areas and on towards central London.

Approach

In partnership with TfL, construction of C9 between Hammersmith and Kew Bridge was completed in February 2023. The Cycleway had initially been installed in December 2020 as a Streetspace measure, as part of the emergency response to the pandemic, with the experiment extended in July 2021 to allow further improvements. The first section of C9 within the borough, in Chiswick, provides a segregated route between Goldhawk Road and Heathfield Terrace, with other segregated sections of the route from Kew Bridge Road to Waterman's Park in Brentford also complete or currently under construction. Linking Heathfield Terrace to Kew Bridge Road is a signed route along Wellesley Road.

The Chiswick sections, which consist of a two-way segregated cycle track on the southern side of the road were constructed using an experimental traffic order which allowed further consultation to be undertaken between October 2022 and April 2023. This was initially segregated by temporary traffic wands, which were subsequently supplemented by paved barriers. In September 2023 the council's Cabinet voted to make the cycleway permanent subject to some further amendments in response to representations made during the consultation period.

The extension of C9 to Brentford town centre is planned in 2023/24, with extension to Hounslow to follow, subject to further consultation. Initial public consultation on the extension from Brentford to Hounslow town centre was undertaken in early 2022.

There will be opportunities to connect C9 to neighbouring residential areas, town centres and transport hubs with improved cycling infrastructure. For example, C40 linking Brentford to Twickenham and C49 linking Chiswick to Acton have recently been completed, and a new facility heading north from Brentford High Street could connect Brentford's residential areas, large employers along the Great West Road and Brentford Rail station to C9.

People cycling on C9 in Hounslow

Engagement

Following feedback from the local community and advice from local sight accessibility organisations in relation to the temporary scheme, the C9 team reviewed the proposals and looked at ways to further improve accessibility for all users.

Some of the accessibility organisations engaged with include:

- Age UK Hounslow
- Association for the Blind (Middlesex)
- Autism Hounslow 6 of 12
- Disability Network Hounslow
- Hounslow Parents and Carers Forum
- Hounslow Pensioners' Forum
- Hounslow Respiratory Support Group

Outcomes

Pollution levels monitored at the Chiswick automatic monitoring station saw a more than 20 per cent reduction in mean annual nitrogen dioxide levels between 2019 and 2021. The Ultra Low Emission Zone was expanded to cover Chiswick in October 2021 and the improvement in air quality and introduction of Cycleway 9 on Chiswick High Road have had a positive benefit for cyclists.

Junction on C9 with a two-stage left turn

In May 2023 a community celebration day was held in partnership with TfL and the London Borough of Hammersmith & Fulham to celebrate the completion of C9 in Chiswick, which included several stalls and a led ride from Chiswick town hall to Lyric Square in Hammersmith.

In September 2023, the council's Cabinet took the decision to make the section of C9 in Chiswick permanent. The report confirms significant increases in cycling activity, with more than 23 per cent at Chiswick Lane (2019 to 2022) and more than 47 per cent between Heathfield Terrace and Turnham Green Terrace (2021 to 2023).

Completion date

Temporary scheme installed in December 2020. In partnership with TfL, C9 between Hammersmith and Kew Bridge was completed in February 2023. Public consultation on the extension of C9 from Brentford to Hounslow town centre was undertaken in early 2022 and further consultation is to be undertaken early 2023.

Stakeholders

London Borough of Hounslow, Hounslow Highways and TfL

Cycleway 38 roundabout on Drayton Park (London Borough of Islington)

Background

Cycleway 38, designed by Islington Council and funded by TfL, is providing a safer, more pleasant space for people to walk and cycle – whether for getting to and from work, travelling to local businesses or for daily exercise. It forms a route from Finsbury Park to the City, as well as connecting with Cycleway 27 between East Action and Walthamstow, and is a crucial part of the council's ongoing delivery of its People Friendly Streets programme.

By enabling walking and cycling as alternatives to motor vehicle use, the new route will help to improve air quality and reduce emissions, as the council continues to work towards achieving net zero carbon status by 2030.

Approach

Innovative measures implemented included north London's first 'continental style' roundabout, a feature that protects cyclists with its protected cycle lane through the intersection where Benwell Road meets Drayton Park.

In addition, new zebra crossings, widened footways and raised tables were implemented to reduce vehicle speeds and improve accessibility. Several local resident drop-in sessions and public consultation were undertaken as part of the engagement process.

Cycleway 38 at Drayton Park roundabout

Outcomes

The new roundabout has made it easier to walk, cycle and use buggies and wheelchairs through the area. It has reduced danger for vulnerable road users.

The Cycleway 38 north section was strongly supported in local consultation, with 83 per cent of responses backing the scheme.

The Healthy Streets score for streets comprising the cycleway section that includes Drayton Park roundabout increased from 44 to 60, with all previous ‘zero’ scores improved upon.

‘Enabling people to walk and cycle around London is absolutely vital to ensuring a green recovery from the pandemic, and I’m thrilled to see this innovative new cycle route open in Islington.’ – Will Norman, London’s Walking and Cycling Commissioner

Completion date

August 2021 (started 19/20, but works paused due to COVID 19).

Stakeholders

Emergency services, local groups including Cycle Islington and Living Streets, local residents and businesses and TfL.

Cycleway 38 at Drayton Park roundabout

Cycle training hubs (London Borough of Hounslow)

Background

The council's vision is to make cycling accessible for all, recognising the importance of removing barriers to cycling. It has created community cycling hubs, particularly in areas of high deprivation and where cycling numbers are low. A pioneering cycling programme aims to address inequalities and encourage sustainable travel by those who are usually excluded from this as an option.

The council responded to the 22 per cent increase in cycling in outer London during the pandemic by delivering two additional cycling hubs, targeting people from BAME communities, disabilities and age-related mobility, who are statistically less likely to cycle. They are also more likely to live in deprivation, experience health inequalities and have been disproportionally affected by COVID-19.

Approach

The council created five community cycling hubs, in Osterley, Hounslow, Heston and Hanworth, and at the Inwood Park all-inclusive cycling hub in Hounslow. Weekly cycle training sessions are delivered at all hubs. The Inwood Park hub offers adapted cycles to provide opportunities for everyone, including those with disability.

Outcomes

With the success of the scheme, the council is now looking at how more training sessions can be delivered, including more sessions for schools. This success means that funding has been secured for two new hubs in Feltham and Heston, which are being investigated for 2023/2024.

Bikeability level 1 and 2 is delivered to Year 6 pupils, reaching 1,400 children annually. The aspiration is to make this accessible to all Year 6 pupils (more than 3,000 children), by ensuring that they have access to Learn to Ride in the early years of primary school and providing free loan of bikes for training, overcoming the fact that not all children can ride or have access to a bike to participate.

Lampton Park community cycling hub

As an example of the programme's impact, a Year 6 pupil diagnosed with arthrogryposis, a condition affecting her ability to bend her joints, learnt how to confidently ride a bike at the council's All-Ability sessions at Inwood Park. This meant she could participate in Bikeablity Level 1 and 2 training at school, joining her classmates at sessions held during Bikeability week, using an adaptive bike provided by the Inwood Park hub.

Making cycling affordable is a key challenge for Hounslow. The council's Try Before You Bike scheme has helped 175 residents to access cycles through monthly affordable instalments and offering further discounts for unemployed and low-income households.

A partnership with Cycle Sisters, a women's cycling group, has also been established, with more than 250 members. The group creates a platform for more women to become Ride Leaders and opens employment opportunities in cycling. The women go on to become cycling ambassadors for their families and communities.

Completion Date

Hub opened across 2020/21

Stakeholders

London Borough of Hounslow, local community groups and schools, local residents.

Members of Cycle Sisters parking bikes

Red Lodge Road Cycle Junction (London Borough of Bromley)

Background

The junction of Red Lodge Road, Station Road and Ravenswood Crescent was identified by the council as having limited provision for people cycling. Frequent congestion was also affecting bus journey times. The public realm was of mixed quality, with cluttered footways, and footway surfaces that were uneven with an unattractive mix of surface types. The junction is close to West Wickham station, a local leisure centre and retail parades, and is on a well-used leisure cycle route, meaning it has significant pedestrian footfall and cycle volumes.

Approach

A new system of traffic signal design was implemented by the council that 'detects' changing road use and adjusts the signal phasing accordingly. A cycle phase with accompanying cycle paths were introduced providing people cycling a dedicated cycle lane to pass through the junction in a separate phase to other traffic movements. A right-hand turning lane was added to one arm, removing delays to buses caused by vehicles waiting to turn right. Footway clutter such as guard-railing and bollards were removed, and footways widened and resurfaced.

Low level cycle signal and accompanying cycle path at Red Lodge Road junction

Outcome

The junction has improved safety for people cycling by providing separation from motor traffic in both space and time in the directions with the greatest cycle flows. The environment has also been improved for those walking, with more space, trip hazards removed, and being more aesthetically appealing. Delays to buses have also been reduced by the smart traffic signals and new right-turning lane.

Completion

October 2019

Stakeholders

London Borough of Bromley, local residents and businesses, TfL.

A better bus network

London’s buses are the most-used form of public transport in the capital, and improving bus travel is essential to ensure a green and inclusive transport system. The bus is London’s most accessible form of transport, and around 96 per cent of people in London live within 400 metres of a bus stop. Buses are uniquely able to cater for journeys in outer London, where the need for mode shift is greatest, but trips are often too long to walk or cycle and cannot be served by rail.

Improving streets for buses is essential to delivering better, healthier and more liveable streets for everyone. One bus can free up street space, improve air quality and reduce congestion by carrying up to 80 people in the same amount of space as three cars, while also being the most affordable mode of public transport. High bus mode share can reduce traffic dominance, making streets easier and safer to cross, and more pleasant places to walk or cycle. Bus use also drives walking demand, with one fifth of all walking in London taking place as part of a bus trip.

With 70 per cent of London’s most strategic streets being on their roads, the London boroughs are critical to the success of the bus network. Through delivering new or extended bus lanes, extending the hours of existing bus lanes, adding bus gates, and improving bus stop accessibility, the boroughs are helping TfL enhance London’s bus service offer.

TfL published the Bus action plan in March 2022 to guide how boroughs, TfL and other partners can work together now and in the future to transform London’s bus network by 2030, with the key aim of improving bus journey times and delivering an exceptional customer experience. Healthy Streets projects will have a large part to play in this, with our integrated approach to multi-modal scheme planning and goal of delivering 25km of new bus lanes by 2025.

The case studies in this section show how TfL and the boroughs are expanding the bus network, and transforming street layouts and their management to improve bus journey times and reliability.

Walthamstow interchange (London Borough of Waltham Forest)

Background

The Walthamstow gyratory represented a major barrier to sustainable and active travel. The previous gyratory design enabled motor vehicle traffic to dominate, with limited access for cyclists and pedestrians. As a gateway to Walthamstow town centre, Walthamstow Central Overground and Underground stations, and Walthamstow bus station, it was a key area for redevelopment.

Approach

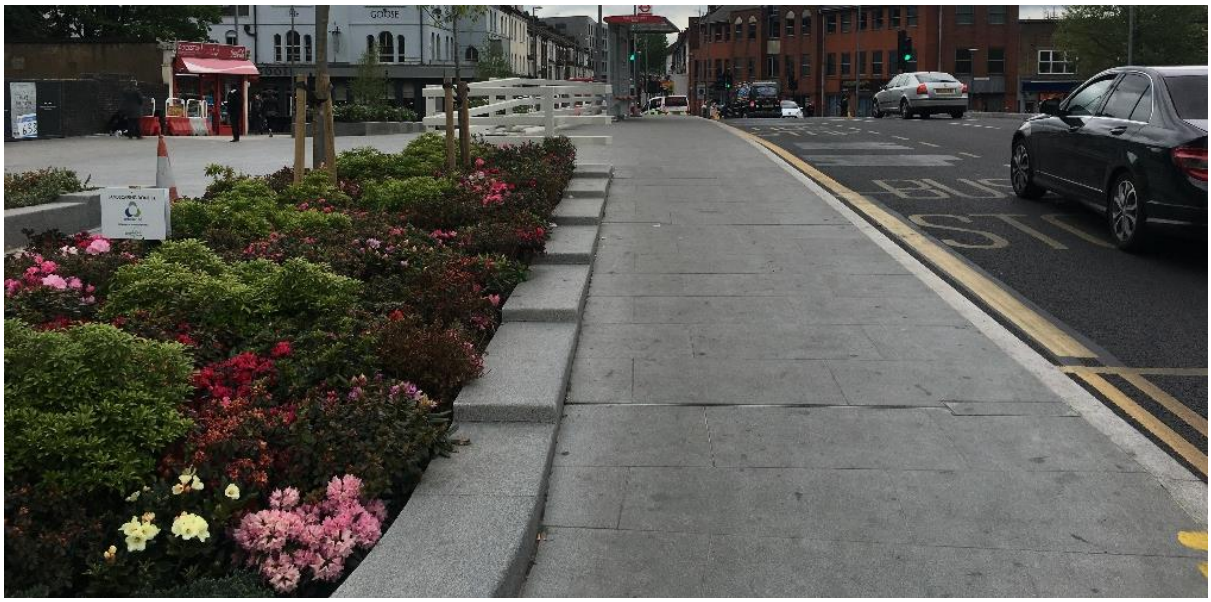
To achieve the scheme objectives, greater highway space was required, which was provided by constructing an extra bridge deck over the Overground line. The gyratory was simplified to a T-junction type design. Carriageway space was reallocated to segregated cycle facilities, a pedestrianised area and new bus stops.

A fully protected cycle lane was constructed on the east side of the gyratory, with a partially segregated cycle lane on the west side. Segregation has help achieve safer transit for people cycling, and create a more attractive cycling environment.

To achieve a clean, safe and green pedestrianised area, the western section of the bridge was closed to motor traffic. A linear park was introduced with planting, seating, and areas for recreation and markets. Upgraded lighting has been installed, alongside widened pavements leading from the gyratory to public transport stations. Improved crossing facilities for both cyclists and pedestrians were also introduced to alleviate previous severance.

To improve bus services, bus stops were relocated from the bus station onto the new gyratory. Alongside a widened exit at the bus station, allowing two buses to leave at once, moving these stops provided additional capacity, improving service times. In addition, providing a bus service directly onto the new gyratory ensures the adjacent pedestrian space became a destination within the town centre.

A new linear park at Walthamstow gyratory



Outcomes

A Healthy Streets assessment of the new gyratory scheme showed improvements in the following indicators: pedestrians from all walks of life, easy to cross, shade and shelter, places to stop, people choose to walk and cycle, people feel safe and feel relaxed. This demonstrates how the scheme embeds the Healthy Streets approach and has successfully improved a wide range of factors contributing to an overall enhancement in its function as a place and a transport interchange.

For bus routes which pass through the gyratory there has been an average journey time reduction of 2.16 minutes for journeys in the morning and 1.63 minutes for journeys in the afternoon.

Completion date

June 2019

Stakeholders

Contractors: J.B. Riney, Project Centre and what if: projects.

Other stakeholders included Police and Emergency services, Network Rail and London Travelwatch.

Segrgeated cycle lane and new bus stop at Walthamstow interchange

Madeley Road / A406 junction bus rerouting (London Borough of Ealing)

Background

Route 112 ran on part of the A406, which was ranked one of the most congested roads in the UK. In the five years up to 2019/20, demand for the route had increased by 50 per cent, the highest growth rate of any bus route in north and west London. This growth resulted in crowding, particularly during peak times when reliability was also affected by heavy traffic on the A406. Further demand was also anticipated with the opening of the Elizabeth line at Ealing Broadway.

Approach

To reduce the impact of congestion on the route's resilience, as well as significantly reduce journey times, a new route was proposed, re-routing a section running on the A406 via Madeley Road. This required enabling a right turn from the A406 into Madeley Road, which had previously been a banned manoeuvre for all traffic. The Madeley Road route would provide a significantly more direct route between Ealing Common and Hanger Lane.

TfL completed junction improvements to the A406 / Madeley Road junction, making it possible for buses only to turn right. This followed consultations on the re-routing completed in 2016, and updated in 2018.

To accompany the re-routing, Ealing council undertook improvements to the street environment in Madeley Road, funded by the bus priority programme. A consultation was completed on potential improvements, aiming to delivering improvements against Healthy Streets metrics, as well as discouraging general motor traffic from using the street as a cut-through.

112 route change

A range of improvements were delivered on Madeley road, including:

- Urban greening, with the introduction of tree pits and rain gardens
- Resurfacing and strengthening of the carriageway
- Re-surfacing of footway
- Footway build-outs at bus stops and around mature trees
- Additional pedestrian crossings
- Gateway entrance

Outcomes

The re-routed bus route has improved journey times at peak times by up to 6.5 minutes, generating up to 2,000 new bus trips.

Completion date

March 2020

Stakeholders

Local residents, London Borough of Ealing, TfL.

Bus route 456 extension (London Borough of Enfield)

Background

There was a lack of direct bus services between hospitals and parts of World's End, Winchmore Hill and Palmers Green. Route W10 ran between Enfield Town and Crews Hill, but was only hourly on weekdays, and on Saturdays ran in the middle of the day only. There was no service in the morning, evening or on Sundays.

Approach

In 2019 TfL undertook a consultation on a proposed new service, route 456. It would extend the existing W10 service to North Middlesex Hospital via Highlands, Winchmore Hill and Firs Lane. The results of the consultation were positive, leading TfL to decide to proceed with the extension.

Enfield council supported the proposed routing, with benefits identified for residents and the environment through providing bus services to an area that didn't previously have them, and improving provision in areas that were already served. To support the delivery of the route, the council proposed yellow lines in key locations to ensure sufficient space for traffic to pass, avoiding buses being delayed by opposing traffic.

New fixed bus stops were also planned for the route, to ensure good levels of accessibility for the new service. The borough delivered these as well as converting existing Hail & Ride sites.

Bus on new route 456

Outcome

The new route 456 was delivered in 2021 with an increase in both frequency and hours of operation compared to the previous W10 service, which was withdrawn. It delivered a new public transport link to North Middlesex Hospital as well as bringing

a significant number of residents within 400m of the bus network. Parking restrictions delivered by the council helped maintain journey times, and accessible bus stops were provided on the route.

After 12 months, the bus service was attracting approximately 1,380 daily weekday trips, with passenger numbers in line with forecasts adjusted for the impact of the pandemic. By the end of 2023 it was forecast to have around 1,655 trips. The section of the route that was previously served by the W10 has by April 2022 seen an approximate 450 per cent uplift in usage compared to the W10 in 2019.

Completion date

March 2021

Funding sources

TfL

24/7 bus lanes (TfL and London Borough of Lambeth)

Background

Many bus lanes operate at limited times, generally focused on the weekday peaks. Over time peak travel periods have been spreading, a process was that accelerated by the pandemic. During the pandemic, it was understood that longer bus journey times could lead to more crowded buses, disproportionately affecting those at greater risk, many of whom were more likely to be travelling by bus. TfL and some London boroughs therefore extended the hours of operation of bus lanes, noting the importance of protecting and enhancing the bus network. This approach was seen as complementary to the wider Streetspace programme, through protecting and enhancing bus journey time and reliability, reducing traffic dominance, freeing up road space and in turn helping to make walking and cycling more attractive.

Approach

Extended hours of operation were adopted as a trial across all bus lanes on the TfL Road Network, with some exclusions for local reasons. This totalled 85km of bus lane. Several boroughs initiated reviews of bus lane hours on their network, some as part of Streetspace programmes or via TfL bus priority funding. These included extensions as part of London Borough of Hounslow and Ealing's Streetspace programmes, as well as measures implemented by London Borough of Lambeth.

Lambeth council's transport strategy includes commitments to improve the bus network and decrease bus journey times. The council's approach includes a programme of responding to issues highlighted from changes in bus performance, and a main road corridors programme, future-proofing main roads for expected demand for all modes. Kennington Road and Westminster Bridge Road were both identified as locations that would benefit from a change to smooth bus journeys.

Lambeth council introduced, initially under experimental traffic orders, extensions to bus lane hours of operation to being 'at any time' at both Kennington Road and Westminster Bridge Road. These were accompanied by increases in parking restrictions and a review of signal timings.

Outcomes

Monitoring of the TfL Road Network where bus lane operation was extended shows that the bus network performed better overall compared to control locations where changes were not made. There was also a statistically significant reduction in the number of 'slight' collisions. The success of the schemes has meant that the changes were made permanent by TfL and Lambeth council.

Completion Date

Transport for London for London Road Network trial, September 2020, permanent scheme complete September 2022.

London Borough of Lambeth trial, February 2022, made permanent July 2023.

Stakeholders

Local residents and businesses, London Borough of Lambeth, TfL.

Network operating strategy (TfL and London Borough of Islington)

Background

Prior to the pandemic, an average of 20 million journeys were made on the roads each day, and there has been a strong return towards pre-pandemic levels. If London is to thrive and become a safer, cleaner place it must accommodate growth and enable more sustainable travel on its finite road space. This requires not just continued investment in improved infrastructure, but also innovation, creativity, and a change in thinking and operation for which partnership working between TfL and the boroughs is vital.

Approach

The Network Operating Strategy (NOS) is TfL's response to this. It is a framework for working more closely with borough partners using shared data, intelligence, knowledge, expertise and innovative methods to keep the city moving. In this way, London's roads are managed more collaboratively as a single, joined-up network, thereby improving the experience for their users.

Buses are the central focus of the NOS. One in five journeys made every day in the capital involve a bus and they're vital to a sustainable, decarbonised and accessible transport network. Buses being fast and reliable is critical to passengers and forms a key part of the both the council's and the Mayor's Transport Strategy's. However, in the six years leading up to the pandemic, average bus speeds dropped by more than three per cent and continued to decline in 2021/22.

One cause of delay to buses and other traffic is essential roadworks, and more than 400,000 applications to do these works are made every year. To tackle this, the NOS is pioneering the Bus SENSE project, aimed at reducing delays through better collaboration. Islington Council worked with both TfL and key utility companies on a pilot introducing changes to the management of road works to reduce the negative impacts of those works on traffic, and in particular on bus journey times. The pilot focused on designing more efficient proposed road layouts to enable road works, timing and phasing changes at portable traffic signals, or re-phasing works.

Outcomes

In a few months significant improvements to bus journey times were achieved across the bus network borough-wide, when compared to neighbouring boroughs not using the Bus SENSE approach. This success enabled TfL to expand the scope of the project to Camden, Tower Hamlets, Lambeth, Hackney and (soon) Lewisham. The NOS is just the start, with the potential for new technologies and innovations in the future, and from 2024 TfL plans to expand the programme further.

'BusSENSE has been instrumental in the more focused management of our network. Since Islington have been participating in the trial we have seen a reduction in journey time delays by three per cent which is significant…Consultation and traffic management meetings have always formed part of the planning of temporary works, but never in such a coordinated, forward-thinking and journey-time focused way across different borough boundaries as BusSENSE offers.' - Liz Wathen, Head of Highways and Traffic, London Borough of Islington.

Improving station access and supporting good growth

It is not just on the bus network where street schemes can play a role in increasing the quality of passenger experience and encourage mode shift to public transport. Access to public transport interchanges - such as rail and underground stations - is a key part of longer distance journeys, and will affect people's choice of mode. TfL and the boroughs have collaborated on a range of schemes to improve the environment around stations, making it easier and more attractive for everyone to access transport hubs by bus, on bike or on foot.

Station accessibility is also a key challenge, as many stations in London are not step-free - significantly increasing journeys times where barriers exist. TfL works with boroughs to secure significant funding for step-free station upgrades, from sources such as the Community Infrastructure Levy or Section 106 planning funding.

Public transport expansion or upgrades are necessary to enable sustainable development and growth. TfL work with boroughs at the planning stage to ensure transport improvements are considered by developers, and that associated conditions are included in the planning permission for new developments. These help facilitate London's growth while avoiding adding further private motor vehicles to our congested road network.

This section illustrates the ranges of ways in which TfL and the boroughs are working together to improve access to and expand London's transport network, through improving station access and securing funding to deliver both upgrades and new infrastructure.

Crossrail complementary measures (London Boroughs of Havering, Newham, Barking & Dagenham, Redbridge, Bexley and Ealing)

Background

The Crossrail complementary measures programme was intended to support local regeneration and connectivity by delivering enhanced urban realm, wayfinding and interchange facilities at the new Elizabeth line stations. Improvements at each station include changes to the immediate vicinity of the station itself to better cope with increased pedestrian/cycle flows, as well as changes further afield, designed to encourage mode shift and connectivity to buses and active travel options. The improvements are generally designed to future-proof the stations and enhance user experience.

Approach

The programme covers 17 outer London Crossrail stations across six boroughs. Funding is provided by TfL while design and delivery is carried out through the boroughs themselves. Begun in 2014/15, improvements at 12 stations have been completed, while the remaining five will conclude at incremental stages until completion of the entire programme in 2024.

Outcomes

A wide range of measures have been implemented, from new station forecourts and bus infrastructure to roundabout removal and footway widening.

Romford – footway widened and bus pull-in transformed into a bus / rail interchange with new public realm.

Forest Gate – junction redesigned to remove left-hand slip lane and add a single-lane entry to the junction, creating a widened footway and reducing pedestrian crossing requirements. Signalised pedestrian crossing replaced with a zebra crossing and footway decluttered.

Chadwell Heath – two new zebra crossings installed, one directly outside station and one on a key approach. Footways were also improved around station.

Goodmayes – new and improved public realm outside station with parking removed and planters added and raised treatments at side roads. Zebra crossing enhanced to provide greater pedestrian priority.

Gidea Park – new zebra crossing installed on Upper Brentwood Road leading to pedestrian passageway to station.

Manor Park – public realm improved, with kerb realigned to widen footways. New zebra crossing installed directly outside station entrance.

Harold Wood – urban-realm improvements and a new lower-level station plaza, with improved pedestrian crossing facilities on Station Road, cycle parking, better street lighting and CCTV.

Maryland – roundabout replaced with a signalised junction with pedestrian crossing phases, creating wider footways and new public realm with greening and seating. Footway clutter removed and parking and loading bays rationalised.

The new public realm created by removal of roundabout at Maryland station

Seven Kings - carriageway width reduced to create widened footway directly outside station in high-quality materials, with new planters. Pedestrian crossing outside station widened, pavement clutter removed. Cycle lanes and advanced stop lines added to junction.

Abbey Wood – parking and dropping off /picking up arrangements rationalised. Reduction of traffic lanes from two to one in front of the station, and new signalised pedestrian crossing. New footways and on-carriageway cycle lanes also provided.

Hanwell – car park replaced with new public realm and greening features, and additional cycle parking.

The new public realm outside Hanwell station

Ilford station upgrade (London Borough of Redbridge)

Background

The upgrading of the Greater Anglia metro railway service to Crossrail (now the Elizabeth line) included a new station building at Ilford. TfL Crossrail complementary funding supported improvements to the public realm to make the station more accessible and improve the interchange with bus services. The improvement of the pedestrian approaches to Ilford station was carried out between 2016 and2021, involving several funding streams and collaboration with a range of partners.

Approach

The main entrance on Cranbrook Road is the gateway to the town centre and has been resurfaced in matching granite paviours to the high street so visitors can access both the shopping mall and town centre in comfort.

The footways were widened, and the crossings and bus stops realigned, to improve the pedestrian environment, with spare capacity built in for future growth. Ilford station previously had a secondary access at York Mews and this area was also improved with new paving, lighting, landscaping, a taxi rank and CCTV.

York Mews was redesigned as a shared space and the council will be installing a cycle shelter to offer rail commuters a secure cycle store to support last-mile cycling as part of whole-journey planning.

This area supports a local shopping parade, a doctor's surgery, two children's nurseries and is a quieter neighbourhood than the adjacent town centre. The improvements were well received by the local community, many of whom use the station for work.

York Mews before redesign

York Mews after re-design

A new third entrance at Prior Road was also constructed, which improves access from the south, particularly from the Little Ilford neighbourhood in neighbouring Newham, where more than 13,000 people on average access Ilford station daily.

This new entrance was centred in a major redevelopment area and aligns with a platform bridge that gives direct access to all platforms. A new public footway connects the station to Ilford Hill and access to the historic Ilford Chapel and the Tunnelling and Underground Construction Academy, which was built to train many of the engineers who constructed Crossrail.

Outcomes

The environment around the station is more aesthetically pleasing for all users of the street and is more in keeping with Ilford's status as a metropolitan town centre and opportunity area, with plans for 6,000 new homes and 500 new jobs by 2041.

Improving the station and its approaches has already supported car-free housing development in the immediate area south of the station and is key to the further regeneration of Ilford.

Building on the Elizabeth line's improved connections to central London creates a vibrancy in Ilford which attracts new people and businesses to this part of east London. Ilford already had excellent bus services (PTAL 6A) and a thriving community, which is now enabled to make more sustainable transport choices as it grows.

Completed

June 2021

Stakeholders

TfL (MTR), Network Rail, London Borough of Redbridge

Second entrance at Hackney Central Station (London Borough of Hackney)

Background

Hackney Central Station was experiencing increased congestion as the popularity of the London Overground grew, with passenger numbers having risen by 10 per cent in the two years prior to the pandemic. The station only had a single entrance on its northern side, which led to congestion on the platforms and station entrance busy times. Access to the westbound platform was via the station footbridge, which was also used by passengers moving between the westbound platform and the link to Hackney Downs Station.

Approach

A new station entrance was delivered collaboratively with funding by the Department for Transport (DfT) using land that Hackney Council owns. The project was delivered by Arriva Rail London, who operate London Overground services on TfL's behalf, and Network Rail.

The new entrance provides direct access to the westbound platform from Graham Road, reducing congestion and providing more direct access to the town centre and local bus services, as well as simplifying interchange with Hackney Downs**.** An information screen provides live next bus information next to the station exit to help with onward connections, with a newly installed pedestrian crossing making it safer to cross the road for buses heading towards Dalston.

New entrance to Hackney Central Station

Outcomes

It was anticipated that around 35 per cent of customers would make use of the new entrance, reducing congestion in the station, which will both enhance customer experience and lead to more reliable services.

The new entrance provides major improvements to the station including a new covered gate line, two new ticket vending machines and additional cycle storage helping to encourage greener and more sustainable journeys to and from the station. It also features a living roof on both the new station building and the covered cycle storage and a green wall and new trees in the customer area. Throughout the station, lighting has been upgraded to the latest energy saving LED technology providing a brighter and safer environment for customers.

Customers in need of refreshment can make use of the new water fountain to refill reusable bottles free of charge and benefit from a new food and drink kiosk. Hackney Council invited applications from experienced traders to run the kiosk and selected Mother, a local business owned by three siblings who have managed a cafe of the same name in Hackney Wick since 2017. The cafe has become popular for its focus on quality plant-based ingredients, community focus and excellent coffee - and will benefit hugely from the thousands of passengers who use the station every day.

Completion Date

Work started August 2021, completed July 2022

Stakeholders

Arriva Rail London, Department for Transport, London Borough of Hackney, Network Rail, and TfL.

Hackney Station entrance and forecourt

Public transport enabling growth (London Borough of Barking & Dagenham)

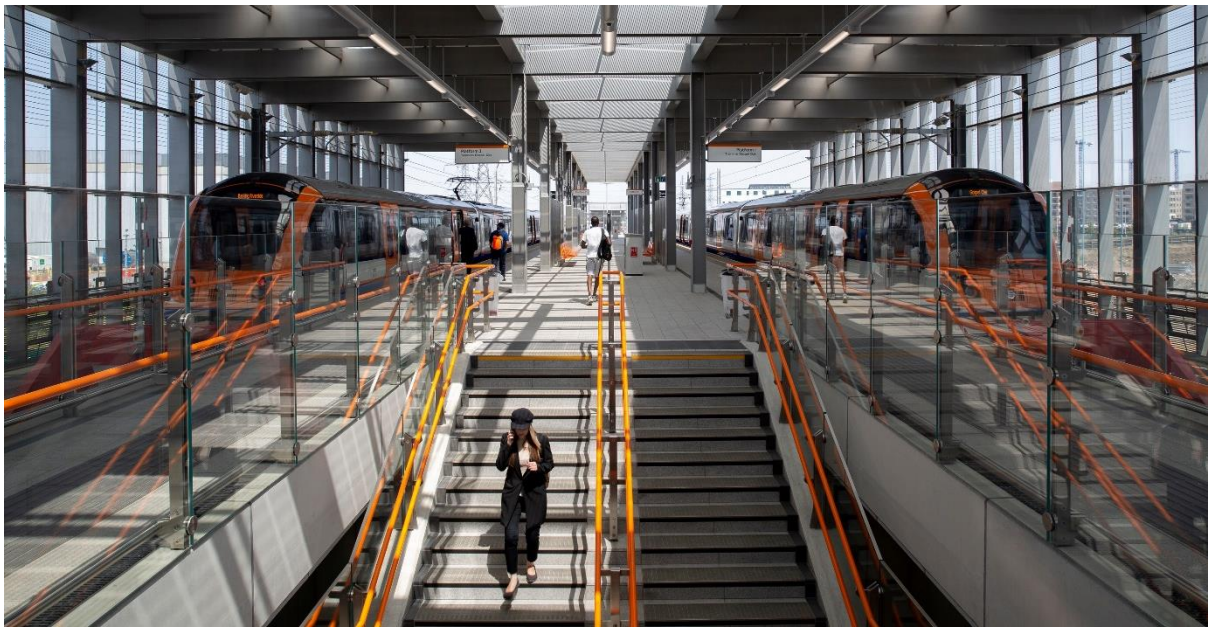
Background

Transport schemes sit at the heart of communities and provide capacity for sustainable development. They are often central to local authority aspirations to unlock housing and regenerate areas of London. This section describes how Barking Riverside station has enabled good growth, demonstrating the importance of collaboration between TfL and the boroughs in planning regeneration schemes.

Barking Riverside extension

Barking Riverside station opened in July 2022, completing construction that began in 2018, unlocking the full development potential of the largest housing development in east London, which is critical to Barking & Dagenham council meeting their housing aspirations. The masterplan for the Barking Riverside development site includes 10,800 new homes (half of which will be affordable), a new school, healthcare, shopping, community and leisure facilities, high-quality public spaces, and walking and cycling connections.

Barking Riverside station



The development has been coupled with planning conditions, developed with the borough, to ensure that public transport and housing are coordinated and delivered sustainably. No more than 4,000 homes could be occupied without the delivery of the London Overground extension. The extension to Barking Riverside unlocked the remaining 6,800 homes of the development, helping to meet strategic housing targets for London and accommodate future population growth. The planning permission also required significant contributions to TfL buses for every 2,000 homes (up to 10,000 homes) to ensure the bus network provided good service coverage from first occupation. Together with the developer, Barking Riverside Limited, TfL is continuing to complete work on the public areas around the station that will form the district centre at the heart of the Barking Riverside development.

Levelling Up funding (London Boroughs of Hackney, Lewisham, Camden, Barking & Dagenham, Sutton, Newham, Ealing and Tower Hamlets)

Background

Continuing to deliver under financial pressure will mean TfL and the boroughs must find additional sources of funding. For example, over the reporting period TfL has supported many London boroughs on the following successful Levelling Up Fund submissions:,

Hackney, £19m

To renovate public spaces in Hackney Central, such as the iconic Town Hall Square, as well as new creative workspace and upgrades to Hackney Central Library. To address traffic congestion, reduce air pollution, improve walking and cycling routes, Pembury Circus junction will be redesigned, and through traffic in the area reduced. New pocket park, greenery and seating will also enhance public spaces.

Lewisham, £19m

To revitalise the town centre marketplace, creating a new flagship culture and business hub, and connect the town with better, safer walking and cycling routes. The high street will be improved to make it easier to get around the town centre. New green pocket spaces will be created and new trees planted, making it a more enjoyable place to visit or dwell. There will also be improvements to pedestrian crossings and cycling infrastructure, and better lighting and CCTV will also help ensure the high street is safer for residents.

Camden, £8m

To tackle health inequalities and improving health and wellbeing for residents of Gospel Oak, Haverstock and Kentish Town South through new cycling and walking infrastructure, a new neighbourhood space and improved community sports centre. It will include creating a network of four Healthy Streets and six Green Mobility hubs to promote sustainable travel.

Barking & Dagenham, £11m

To support over 300 new homes, and safeguard jobs, via public realm and streetscape improvements around Dagenham Heathway, the second-largest town centre in the borough. Plans for new and improved pedestrian and cycle paths, with additional measures to improve and calm traffic in the area.

Sutton, £14m

To double the number of trains running to Belmont station and improve connectivity to the London Cancer Hub, a world-leading life sciences campus. Belmont station will also be improved with step-free access, better wayfinding signage and new walking and cycling routes to the London Cancer Hub.

Newham, £40m

To deliver ‘Connections to Opportunity’, building a new bridge over the river Lea, and associated improved walking and cycling routes that will support development of over 40,000 new homes and more than 280,000 square metres of commercial space. A second bid will advance the council’s 15-minute neighbourhoods programme to connect 75,000 residents to vital infrastructure by a 15-minute walk or cycle. The transport elements of this will include the redesign of two key junctions, footway improvements, creative public-space enhancements, planting and pocket parks, transformation of alleyways and improvement to open spaces. A strategic active travel corridor along the Romford Road will be created, supporting sustainable travel and providing connections between high streets. School Streets and Low Traffic Neighbourhoods will be implemented to support local journeys

Ealing, £7.2m

Focused on the Northolt area, to improve the A312 and Kensington Road corridors for all road users, including pedestrians and cyclists, and create better connections to local and wider services and jobs, including measures to ease congestion, improve road safety and address air quality. Northolt is among the top 20 per cent of most deprived areas in England and this inequality has been further exacerbated as a result of COVID-19, with many Northolt residents having suffered job losses at Heathrow or in businesses that supported the aviation industry.

The council is working with the local community to ensure investment is directed towards Northolt and that local people’s priorities, aspirations and needs are the starting point for this investment.

Tower Hamlets, £9.3m

To transform Whitechapel Road through public realm and regeneration-focused improvements, making the area more accommodating for pedestrians and cyclists. A pedestrian corridor will also include more trees, lighting and seating.

Step-free stations (London Boroughs of Barnet and Waltham Forest)

Background

There is an intrinsic link between enabling housing/good growth and accessibility improvements. These projects create step-free stations, transform regeneration areas in London and deliver mode shift through new sustainable housing delivery. TfL has extensive experience of working with boroughs, developers and other delivery partners through developer funding agreements and similar mechanisms to secure third-party funding from sources such as Section 106 funding and borough community infrastructure levies (CILs) to co-develop and maximise benefits from joint projects.

Levelling Up funding for Colindale and Leyton

TfL and the GLA worked with the boroughs of Barnet and Waltham Forest to submit a joint application to the second round of the government's Levelling Up Fund. This provisionally secured £43m to be used for improvements at Colindale and Leyton Underground stations. The funding will match £14m (previously-negotiated S106 and borough CIL) from Barnet and developers as well as £9m in borough CIL from Waltham Forest.

The successful bid is the result of collaborative working with both boroughs and will make the two stations step-free, as well as providing additional capacity to support the delivery of new, affordable homes. A full business case is currently being prepared to be submitted to the Department for Transport to unlock the funding and deliver both projects.

Visualisation of Colindale station

Reducing emissions, climate-resilient streets

The Mayor of London has set an aim for London to be a net zero carbon city by 2030. The transport network plays a large part in the carbon emissions of the city, but also offers a significant opportunity for both decarbonisation and implementing measures to improve climate resilience. TfL's Climate change adaptation plan 2023 set out how we aim to accelerate our adaptation efforts by creating a comprehensive and holistic plan of action, in collaboration with many agencies, including the London boroughs. By adapting to climate change, we will not only manage risk, but create an opportunity for a more attractive, nature-rich, liveable city, with strong community and new partnerships.

While progressing towards the Mayor's Transport Strategy ambition of 80 per cent of trips being by sustainable, active and efficient modes is fundamental to reducing transport-related carbon emissions, there will always be some trips that must be made by motor vehicle. The London boroughs are therefore working, with the support of TfL, to deliver more electric vehicle charging, so that essential road users have the infrastructure needed to switch to electric vehicles.

We are already feeling the effects of a changing climate, such as local flooding events and extended heatwaves, and know that these are likely to become more extreme. The impacts of climate change will intensify for years to come, even with reduced greenhouse-gas emissions, so we need to adapt. The design of our streets can help to mitigate some of these impacts through incorporating greening features that reduce surface run-off and create more shade, as well as enhancing biodiversity and making areas more attractive. The boroughs and TfL are working closely together to develop a strategic approach to increasing the climate resilience of our streets, while also increasingly seeking to include greening in new streets schemes. This approach will not only make London's streets better adapted to a changing climate, but will also create more pleasant places to spend time in.

Electric vehicle infrastructure delivery (TfL and London boroughs)

Background

Electric vehicles (EVs) are an important part of decarbonising transport and improving air quality in London. TfL published the electric vehicle infrastructure delivery plan in 2019 and subsequent electric vehicle infrastructure strategy (EVIS) in 2021 to ensure that London's charging network will meet the needs of Londoners, with a focus on enabling high mileage essential road users, such as taxi, private hire and commercial drivers, to switch to EVs. While TfL's focus is delivering rapid charging on strategic routes, the boroughs are central to delivering public charge points to provide options for car owners without access to home charging.

Approach

EVIS forecasts that London will require between 40,000 to 60,000 public charge points, of which 4,000 will need to be rapid chargers. Borough roads with more on-street parking are identified as the best place to install lower-powered charging, enabling residents to charge vehicles overnight. Rapid-charge points should be located on or near the TfL Road Network and other busy roads, and in town centres and key locations where there is demand from commercial drivers for on-the-go charging.

Charge-point operators will finance, install, operate, and maintain most charge points via concession contracts. However, the return on investment for low-power residential infrastructure can be lower, particularly if installed to meet future demand, and public sector funding may be required to make public infrastructure commercially attractive and ensure its equitable roll-out.

A lamppost residential charge point

Outcomes

TfL worked alongside London Councils, with boroughs bidding for funding from the government's On-Street Residential Charging Scheme to deliver infrastructure, primarily low-powered lamp column charge points. In total, boroughs were awarded £16m to deliver 6,380 additional public charge points. Boroughs used the procurement framework developed by TfL and London Councils for the government's earlier Go Ultra Low City scheme, providing easier routes to charge-point delivery, until it expired in mid-2022.

TfL directly awarded £1 million in funding to boroughs through the Local Implementation Plan for public and car club charge points. During the process, TfL engaged with boroughs to strengthen the development of their proposed schemes in line with the 2019 EV infrastructure delivery plan and the Mayor's Transport Strategy.

TfL also worked with councils to install rapid-charge points on both TfL and borough roads. Up to December 2020, 14 rapid-charge points were installed on borough roads, alongside a further 297 installed on the TfL road network. Eight of the 14 sites on borough roads are dedicated to taxis, meeting our commitment to support the taxi trade, while helping a high-mileage industry decarbonise.

A TfL-funded rapid-charge point

South Woodford community charging hub (London Borough of Redbridge)

Background

Redbridge council is working on increasing its provision of electric vehicle charge point (EVCP) infrastructure to meet local demand. The main objective of the South Woodford community EV charging hub was to support residents with the ULEZ-wide transition to cleaner cars.

Approach

The South Woodford community EV charging hub project involved converting one side of the Mulberry Way car park into an EV charging hub. Twelve EV charging bays and charge points with varying charging capacities from 7kW to 22kW were installed. The car park has been resurfaced and re-marked to bring it up to the standards of modern car parks. Additional street lighting has been provided to improve visibility and make the users of the South Woodford community hub feel safer at night.

For the few remaining parking places, provision has been put in place to enable them to be converted into EV charging bays at some point in the future as demand for EV charging increases.

A traffic management order consultation on the conversion from parking bays to EV charging bays was carried out: this means the bays can be enforced. The EV charging bays are also equipped with iBay technology which notifies Enforcement teams when a car blocks the bays but is not plugged into a charge point. This avoids bays being blocked and kept free for residents and visitors to use while also providing data on charging trends.

Completion date

July 2021

Stakeholders

London Borough of Redbridge, residents, community groups, TfL

Electric charging bays in South Woodford community EV charging hub

Climate resilience (TfL and London boroughs)

Background

With awareness of the need to increase the climate resilience of our streets, the London boroughs have been including sustainable urban drainage systems (SuDS) in new schemes where appropriate. The July 2021 flood events in London provided further impetus, since when TfL has been working closely with the boroughs and other key stakeholders to better understand and manage surface water flood risk across the city. A key part of this work is to help address issues arising from the complex governance landscape for London's surface water flood risk management, which involves large numbers of stakeholders.

Approach

To respond to the surface flood water risk, a strategic group was convened, supported by an officers' group, both of which include TfL and borough representatives. Together they are overseeing the development of London's first city-wide surface water flooding strategy. This process has involved, and will continue to require, ongoing TfL and borough collaboration, to ensure a deliverable and effective strategy is developed. For example, the outputs from a workshop held with borough stakeholders in 2022 are providing the framework for a vision to guide the strategy.

A complementary workstream has been initiated by TfL. In collaboration with the London Technical Advisors Group (LoTAG), and with support from the London Borough of Hammersmith & Fulham, TfL is developing a series of workshops to assess borough highways climate risks, including surface water flooding. This will provide the first London-wide assessment of borough highways climate risks. The workshops will also include the development of actions to help manage the identified risks. The results of the workshops will feed into TfL's fourth Adaptation Reporting Power submission to Defra in December 2024, helping to provide a more holistic assessment of transport climate risks.

A related initiative is the Resilient & Green workstream that forms part of London Councils' climate change programme. TfL was an active contributor to the development and refinement of the action plan in 2021/22, helping to ensure a focus on natural capital, as well as climate risks. Now that the working group has been reconvened, we will support delivery of the action plan.

Outcomes

TfL and the boroughs are increasingly delivering SuDS ,which help address flooding risks by managing surface water runoff in a way that mimics natural processes. These provide benefits for:

- **Water quantity** – reducing the volume and speed at which runoff enters the drainage network
- **Water quality** – trapping pollutants and therefore cleaning the water which enters nearby streams and rivers
- **Amenity** – inclusion of planting that is attractive and contributes positively to the appearance of the local area

- **Biodiversity** – planting chosen for its biodiversity benefits, such as flowering plants that attract pollinating insects.

In addition, features such as rain gardens help to make our streets more attractive places for people to enjoy being in. A more welcoming street environment can help to enable people to choose walking, cycling and public transport.

A rain garden alongside Cycleway 24 in Forest Road

SuDS can be integrated within wider schemes, for example alongside Cycleway 24 on Forest Road, Waltham Forest, or Cycleway 38 in Islington. SuDS draining 600 square metres of catchment were installed as part of the Forest Road scheme in 2021. Thousands of plants line the footway, separating it from the carriageway and creating a biodiversity and wildlife corridor between adjacent wetlands, as well as improving the look and the feel of the area. The rain gardens also include trees that will in time provide shade, increased habitat and water retention. Similarly, as part of the new 'continental style' roundabout installed in 2021 at Drayton Park forming part of Cycleway 38, Islington council included an increase in greenery at the location.

New greening at Drayton Park roundabout

SuDS are being incorporated into schemes on the TfL Road Network, for example on Elspeth Road, Wandsworth. In 2021, TfL worked with the borough to complete major safety works at the junction of Elspeth Road, Lavender Hill and Latchmere Road. This included replacing a dedicated left-turn lane with a footway build-out, creating new space for public realm features. This space was used for the installation of the first kerb-side rain garden on TfL Road Network, which captures 500 square metres of surface water run-off. Similar schemes adding SuDS features have also been completed at Highbury Corner, Rotherhithe roundabout and Brentfield Road as part of highway improvements.

Elspeth Road kerb-side rain garden

TfL has successfully agreed £640,000 of Thames Water funding for the delivery of SuDS projects on TfL's Road Network, including outside Edgware Road station, at Tolworth roundabout, and Old Street.

This includes creating roadside rain gardens in the redundant subway ramps outside Edgware Road station, a three-tiered rain garden arrangement in the centre of Tolworth roundabout, and a permeable cycle lane on Nine Elms Lane. Further SuDS schemes are also planned for Streatham High Road, Cycleway C4 extension, and Nine Elms. These kinds of project are essential as part of efforts to adapt to climate change by reducing peak flows of water into our antiquated sewer system and so helping to reduce the risk of surface water flooding. TfL has also been approached by several boroughs that are interested in replicating the approach of building SuDS features in the disused subway at Edgware Road.

TfL is on track to meet our Climate change adaptation plan commitment of draining 5,000 square metres into SuDS each year.

Greening the Fiddlers: Becontree Heath low-emission neighbourhood (London Borough of Barking and Dagenham)

Background and Issues

Greening the Fiddlers was a community led co-design and community engagement project delivery by the council in Becontree Heath, Dagenham. The key aims of the project were to:

- Reduce car dominance
- Tackle high levels of air pollution
- Create attractive street environments that prioritise active travel
- Increase the number of people walking and cycling around the neighbourhood
- Increase awareness in the community of the challenges and health impacts of poor air quality
- Increase community cohesion

Approach

Greening the Fiddlers included a collection of projects designed by the council to respond to the aims set out above.

Fiddlers Green – Green Living Room: transformation of space that favoured vehicle users into a place for people to meet, rest, enjoy and get support and advice from the weekly cycle hub team. Includes improved crossing points and new cycle parking.

Althorne Way – Stour Road: conversion of an unused area of verge into a habitat for pollinators that also creates a more pleasant, healthier environment for the community. Two parking spaces removed and a parklet and an informal colourful crossing pilot created.

A section of new planning on Althorne Way

Tenterden Road – Green Lane: removal of pavement parking opposite the school. Narrowed, raised junction to slow vehicles and improve pedestrian experience.

Becontree Avenue – Grafton Primary School: installation of benches and planters in front of the school. Improved informal crossing point – full-width speed hump with island and new road markings to encourage drivers to slow down.

Additional schemes delivered in partnership and adjacent to/within the low-emission neighbourhood:

- Improved Toucan crossing and two new zebra crossings
- School Street for Grafton Primary School
- New pedestrian pupil entrance to Robert Clack Lower School
- Green Lane bus priority scheme
- A new zebra crossing on Frizlands Lane
- A new, raised and narrowed junction at Frizlands Lane junction with Rainham Road North
- Narrowed junction at Bull Lane junction with Frizlands Lane, including a new green verge and tree planting

Across the schemes significant greening was achieved, including:

- Twenty-seven trees planted
- 356 square metres of permeable paving installed
- Forty square metres of bee corridor beds
- Around 70 square metres of low-level planting
- Nine planters across three sites

Engagement and behaviour change outcomes

- More than 200 pupils engaged in workshops covering sustainability, air quality, street design and auditing
- A total of 277 events and workshops delivered
- Recorded journeys showed 86 per cent made by pupils participating in WOW at Grafton Primary School
- More than 90 pupils participating in traditional school bike clubs
- 962 pupils contributing thoughts and feedback on urban realm schemes
- Three SEND bike clubs – 60+ pupils successfully learning to ride
- More than190 Learn to Ride attendees
- More than 760 bike repairs made, 1600 cycle enquiries answered

‘People are using this space quite late into the evening, even people living around the area without a garden…I'd call this a massive improvement’

‘I like the changes and they added plants and made the roads safer for us.’

‘Now the streets are safer, greener and healthier for all who visit, live, work and study in the Fiddlers neighbourhood’

Legacy

The Biking Becontree Cycle Hub replaced a pop-up Dr Bike and is open three mornings a week, come rain or shine. A local, emerging artist produced the design and took inspiration from the changes made at Fiddlers Green. Pupils from three local schools voted on their favourite colourway and attended the launch in May 2023.

Completion date

July 2022

Stakeholders

William Bellamy Primary School, Grafton Primary School, Valance School, Richard Alibon School, Hunters Hall School, Robert Clack Lower School, Becontree Heath residents, LBBD, Sustrans, Street Space, Living Streets, Vandome cycles, Project Centre, Marlborough.

New planter, seating, cycle parking and pedestrian crossing on Stour Road

Maintenance and renewal

As well as being responsible for enhancing and improving the majority of London's streets, the boroughs also have responsibility for maintaining the 95 per cent of London's roads that they control. This means around 14,000km of highway and its adjacent footway that boroughs must maintain, ensuring streets and their assets are safe and in good quality. Borough responsibility also extends to more than 5,000 major structures such as bridges.

TfL provides support to the boroughs through the Local Implementation Plan maintenance fund, which can be used for principal road renewal, and bridge strengthening and assessment, but there is no regular national funding. Boroughs must use their own funds for all non-principal roads. With the level of funding during and since the pandemic being significantly lower than previously, TfL have developed a prioritisation approach that allocates highway and bridge funding to boroughs according to their condition, an approach which could be rolled out to other asset groups.

TfL's monitoring of the quality of principal roads shows evidence that they are deteriorating, reflecting a funding gap between money available and what is required for maintenance, even where boroughs are using their own funds to supplement that available from TfL. If highways and other assets are allowed to degrade, this will have a significant impact on the ability to deliver the ambitions of the Mayor's Transport Strategy as well as impinging on the day-to-day movement of traffic in the city. An increased need for roadworks or restrictions or closures of bridges impact bus journey times, while poor-quality highways or footways can be uncomfortable or even dangerous for people walking and cycling. Having the necessary funding for maintenance and renewal is therefore fundamental to having cleaner, more efficient streets.

Asset renewal can also provide opportunities for streets to be upgraded, with new Healthy Streets infrastructure incorporated. For example, resurfacing works may also offer the opportunity to add dropped kerbs, install rain gardens, or declutter footways. Boroughs are encouraged to seek opportunities to synchronise asset renewal and LIP enhancement to find cost-efficient ways to improve streets.

Collaborating to deliver the Mayor's Transport Strategy

TfL will continue to support boroughs in delivering Healthy Streets schemes, driven by some of the key aims set out in our Vision Zero, Cycling, Walking and Bus action plans.

Delivery by the boroughs will continue to be fundamental to delivering the changes required to London's street network. This will mean more of the types of schemes showcased in this report, from low-cost local initiatives to those that transform entire corridors. The evidence shows that these schemes are delivering positive outcomes, making London's streets safer, enabling more cycling and walking, improving bus journey times and increasing the climate resilience of streets.

Meeting the Mayor's Transport Strategy aims will require a step-change in the scale of delivery of these schemes, as well as the development of entirely new transport offerings, such as the proposed Superloop. Success in meeting these outcomes is contingent on substantial long-term funding to enable effective planning and delivery.

TfL will also work with boroughs to continue to find additional sources of funding for new transport projects, such as securing national Levelling Up funds. These larger projects have the potential to transform access to transport for less well-connected areas of London, creating a host of new employment and other opportunities.

The scale of the challenge is large, and the pace of change must accelerate if we are to make London safer, healthier, cleaner, greener, more inclusive and a better-connected city, as set out in the Mayor's Transport Strategy. TfL and the London boroughs will continue to work together in close partnership to address the challenges ahead.

About London Councils

London Councils represents the 32 borough councils and the City of London. We are a cross-party organisation that works on behalf of all our member authorities regardless of political persuasion. We help to influence the development of London as an international city through making the case to government, the Mayor and others to obtain the best deal for Londoners. London Councils is:

- The collective voice for London local government. It seeks to be an influential advocate for the interests of boroughs and fights for the resources, powers and freedoms that boroughs need to serve their local residents and businesses effectively.
- A hub for sharing among boroughs, be that ideas, good practice, people, resource or policies and new approaches, as well as co-ordination and co-operation between boroughs designed to drive better services and outcomes for Londoners.
- A focal point for brokering the collective relationship between London local government and partners - nationally and within London.
- The provider of the direct delivery of a defined range of services, including the Freedom Pass, Taxicard and Health Emergency Badge. It also runs an independent parking appeals service and a pan-London grants programme for voluntary organisations, and is acting as an incubator for other shared activities, campaigns and initiatives between boroughs.

The strategic direction of London Councils is set by the Leaders Committee, which comprises the Leaders of all of London’s local authorities and which has set out a number of pledges to Londoners spanning the different policy areas that London Councils is active in.

About TfL

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's aims for transport. We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners' and helping to create a safer, fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made by walking, cycling or using public transport by 2041. To make this a reality, we prioritise safety, sustainability, health and the quality of people's experience in everything we do.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, Elizabeth line, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the IFS Cloud Cable Car.

We manage the city's red route strategic roads and are responsible for the maintenance, management and operation of more than 6,000 sets of traffic lights across the capital. The London boroughs are responsible for all the remaining roads within their boundaries. The experience, reliability and accessibility of our services are fundamental to Londoners' quality of life. Safety remains our number one priority and we continue to work tirelessly to improve safety across the network for both colleagues and customers.

Our vision is to be a strong, green heartbeat for London. We are investing in green infrastructure, improving walking and cycling, reducing carbon emissions, and making the city's air cleaner. The Ultra Low Emission Zone, and fleets of increasingly environmentally friendly and zero-emission buses, are helping to tackle London's toxic air. We are also improving public transport options, particularly in outer London, to ensure that more people can choose public transport or active travel over using their vehicles. That is why we are introducing the outer London Superloop bus network, providing express bus routes circling the entire capital, connecting outer London town centres, railway stations, hospitals and transport hubs.

We have constructed many of London's most significant infrastructure projects in recent years, using transport to unlock economic growth and improve connectivity. This includes major projects like the extension of the Northern line to Battersea Power Station and Nine Elms in south London, as well as the completion of the London Overground extension to Barking Riverside and the Bank station upgrade.

The Elizabeth line, which opened in 2022, has quickly become one of the country's most popular railways, adding 10 per cent to central London's rail capacity and supporting new jobs, homes and economic growth. We also use our own land to provide thousands of new affordable homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means using information, data and technology to make services intuitive and easy to use and doing all we can to make streets and transport services accessible and safe to all. We reinvest every penny of our income to continually improve transport networks for the people who use them every day. None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. By working together, we are creating brighter journeys and a better city.