Customer Service and Operational Performance Panel



Date: 30 January 2017

Item: Major Roadworks in Central London in 2017

This paper will be considered in public

1 Summary

1.1 The purpose of this paper is to raise awareness of planned major roadworks in central London during 2017 and the scale of impact these works are expected to have on the road network.

2 Recommendation

2.1 The Panel is asked to note the paper.

3 Background

- 3.1 Recent years have seen an unprecedented level of construction activity to improve London's roads and support regeneration and growth, including new Cycle Superhighways, schemes at Elephant & Castle, Oval and elsewhere, as well as major works by boroughs, developers and utility companies.
- 3.2 Although the current level of roadworks in central London associated with major highway schemes has decreased from this peak, a number of new works starting this year will, cumulatively, represent a new peak of activity with a significant impact on the roads. This paper highlights key works due to take place in 2017.
- 3.3 Only a quarter of congestion in London is attributable to the impact of incidents such as accidents/breakdowns (with only around seven per cent being directly attributable to roadworks disruption). The other three quarters is caused by excess demand at peak times for the available road space, including kerbside facilities. TfL only has direct control over works led by us on our roads, while 95 per cent of the road network (by length) is controlled by the boroughs and they are responsible for controlling roadworks on their roads.

4 Major Roadworks in 2017

4.1 Major works by TfL and third parties in central London in 2017 are necessary to improve conditions for road users including pedestrians, cyclists and bus passengers, to deliver the Mayor's Healthy Streets approach, to deliver new transport and utility infrastructure supporting London's future growth and regeneration.

- 4.2 The table below lists major roadworks in 2017 that are expected to increase congestion. Construction start and end dates are based on latest planning assumptions at the time of writing and may change following further detailed planning and coordination. In addition, the list does not include other smaller schemes that will also be underway but with lower expected impacts. The roadworks are classified into three groups:
 - (a) Non-TfL schemes where we have no ability to change the phasing of roadworks. The associated impacts will be managed and mitigated as far as possible (e.g. through active traffic management and other temporary traffic measures);
 - (b) Non-TfL led schemes (some part-funded by TfL) where we have some scope to influence the roadworks phasing to reduce the impacts; and
 - (c) TfL led/funded schemes where we have direct control over timing and phasing.

Cat.	Scheme name	Promoter	Objective / outcome	Construction impact in 2017 *												
				J	F	М	A	М	J	J	Α	s	0	N	D	
а	High Speed 2	HS2	Major changes at Euston and Old Oak Common stations to accommodate HS2, with associated works on adjacent roads												•	
	Thames Tideway Tunnel	Thames Tideway	A major new sewer for London to protect the tidal River Thames from pollution, involves major tunneling work												•	
b	Cannon Street WB Closure	Bloomberg	Works associated with the Bloomberg Place development													
	West End Project	LB Camden (and TfL)	Pedestrian, cycling and public realm, improved safety, regeneration and space for footfall from The Elizabeth Line												•	
	Parliament Rerbishment	Crown Estates	Utility works around Parliament Square for connections to the Palace of Westminster, in advance of Palace refurbishment													
	Bank Junction Interim	CoL and TfL	Removal of motorised traffic from Bank junction by CoL reduce collisions amongst cyclists and pedestrians at this hotspot													
	Baker Street 2 Way	WCC (part funded by TfL)	Removal of one way system on Baker Street and Gloucester Place. Walking, Cycling and Urban realm improvements												•	
	Bond Street	WCC and TfL	Public realm, pedestrian and cyclist scheme												•	
c	CSEW (Hyde Park Corner to Lancaster Gate)	TfL	Safer, segregated facilities for cyclists on the flagship East-West route including at Lancaster Gate junction													
	CSEW (Hyde Park Corner to St James Park)	TfL	Safer, segregated facilities for cyclists on the flagship East-West route through the parks													
	Westminster Bridge South Roundabout	TfL	Safety improvements including segregated cycle facilities at a key junction in central London												•	
	CSNS Phase 2	TfL	Continuation of the flahship North-South route from Farringdon to Kings Cross												•	
	Edgware Road	TfL	Junction improvements at Edgware Road/Burwood Place/Harrowby Street													
	CS11	TfL	Improved cycle facilities from Swiss Cottage to West End including removal of Swiss Cottage gyratory												•	

5 Impact Mitigations

5.1 **Short-term operational measures**

We have already initiated a programme of work that aims to return the road and bus network back to 2012 levels of performance over the next three years by focusing on the sources of congestion caused by 'incidents'. This work covers five themed areas to address the 'non-demand' related causes of congestion:

- (a) Day to day incident management;
- (b) Better asset performance;
- (c) Better roadworks management;
- (d) Communications with road users; and
- (e) Traffic control.

5.2 Longer-term considerations

However, given we are facing a significant programme of road enhancements during 2017 (continuing into 2018) and even with these above measures in place, we must also address the sources of demand – the majority cause of congestion in London – reflecting increasing (and more diverse) demands as the city continues to grow versus the finite road capacity and its allocation. The Mayor's draft Transport Strategy, due to be published in the spring, will include a strategic approach to achieving a more efficient transport system and sustainable use of limited road space while improving air quality in the Capital.

List of appendices to this report:

None

List of Background Papers:

None

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