

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.

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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