

North London

Sub-regional Transport Plan update report, 2012/13



Maps

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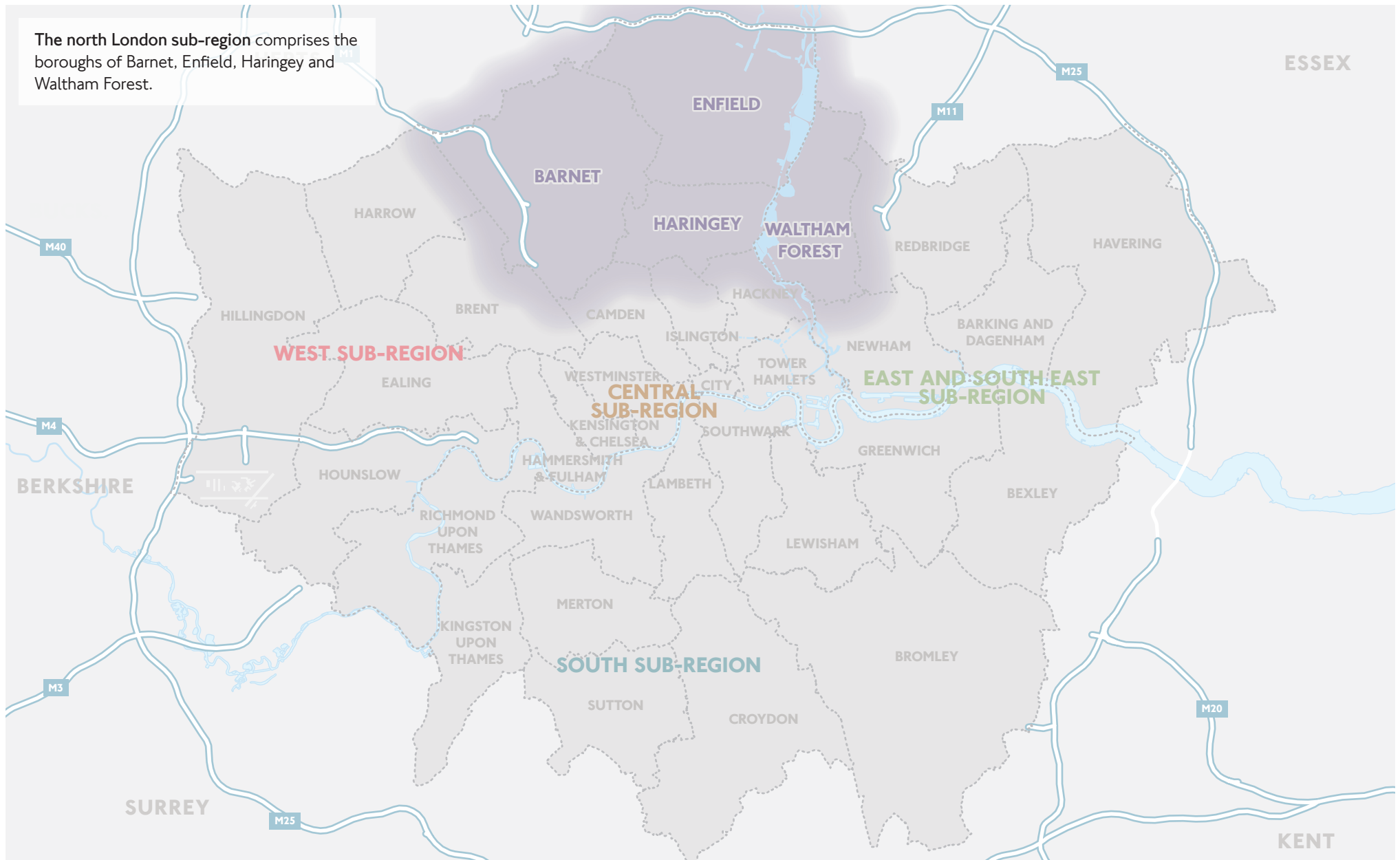
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The north London sub-region comprises the boroughs of Barnet, Enfield, Haringey and Waltham Forest.



Foreword

Welcome to the North Sub-regional Transport Plan (SRTP) update report for 2012 /13. The last year has been a busy and successful one for transport within London, with the Capital not only responding to the challenges of events such as the Diamond Jubilee and the London 2012 Olympic and Paralympic Games, but also delivering the local transport improvements necessary for the people who live and work across the city.

I am pleased to see the strategic collaboration continue between Transport for London (TfL), North London Strategic Alliance (NLSA), the eight sub-region boroughs and other key stakeholders, such as businesses, Business Improvement Districts and neighbouring authorities, through the sub-regional panel. This is of course complementary to our day-to-day engagement through the operational businesses at TfL.

The SRTP has been updated to showcase work in the south subregion and to provide TfL, the

North London Forum and borough officers a short update on:

- » what has happened over the last 12 months
- » what is committed in the business plan and Local Implementation Plan (LIP) funding
- » what future opportunities exist to improve transport and address the remaining challenges

This annual update will also help boroughs with the development of the 2014/15 Local Implementation Plan programmes and revised targets in 2013. In addition, the updated plan will help TfL consider priorities for the Business Planning process to address the medium to longer term challenges for London and the sub-regions. A summary of the South Sub-regional implementation plan can be found in Appendix A.

The SRTP is accompanied by a poster map for the south sub-region, found in Appendix B, which provides

a useful summary of the update and a snapshot of the challenges, priority work areas and opportunities we can all work together to address over the coming years.

I would just like to thank you for all the support and effort that has gone in to making the sub-regional collaboration such a success and look forward to working with you over the coming year.



Sir Peter Hendy CBE
Transport
Commissioner

Foreword

Last year was indeed a busy one for London and Londoners. In the north sub-region we have continued to bring forward transport schemes that will address gaps in the network and support regeneration. We have also contributed to and enjoyed the success of the London 2012 Olympic and Paralympic Games.

Despite the progress that we have made, we still face many challenges and our ongoing focus in north London will be on:

- » Supporting housing and jobs growth as well as improving accessibility to the public transport network.
- » Securing sustained and steady investment in the rail network which leads to a similarly high standard of services and stations across London.
- » Reducing congestion on the transport network.
- » Encouraging people to use sustainable forms of transport with an emphasis

on increasing the take up of cycling and walking.

- » Maintaining and improving the bus network while making sure that it most effectively serves the mix of markets in London and responds to growth.
- » Reducing the contribution transport makes to harmful emissions particularly at those locations identified as hot spots.

However along with these challenges there are also a great number of opportunities; one which I am particularly excited about is delivering the next stage of the cycling revolution in London. Transport for London have committed large scale investment to bring about a huge change in cycling provision and safety which will encourage more people to cycle with all the benefits that this brings.

The recently published Transport for London Business Plan also contains a number of commitments

to other policies and initiatives which should have a positive impact on north London. These include a commitment to a number of station improvements, significant investment for enhancements on the road network and more funding for improving air quality.

Experience has shown that these positive impacts can be enhanced if stakeholders at a strategic level work together to agree priorities and then plan and deliver improvements. With this in mind, I look forward to another year of positive partnership working.



Cllr Nilgun Canver
Chair of the North
London Transport Lead
Members' Group

Working in partnership

The sub-regional forums provide an opportunity to openly discuss issues facing north London and for all parties to share information and news on upcoming projects and policies.

The north sub-regional forum met seven times during 2012/13, bringing transport leads, TfL representatives, and other stakeholders together.

The forum met bi-monthly and is chaired by Dominic Millen of Haringey from the North London Strategic Alliance (NLSA).

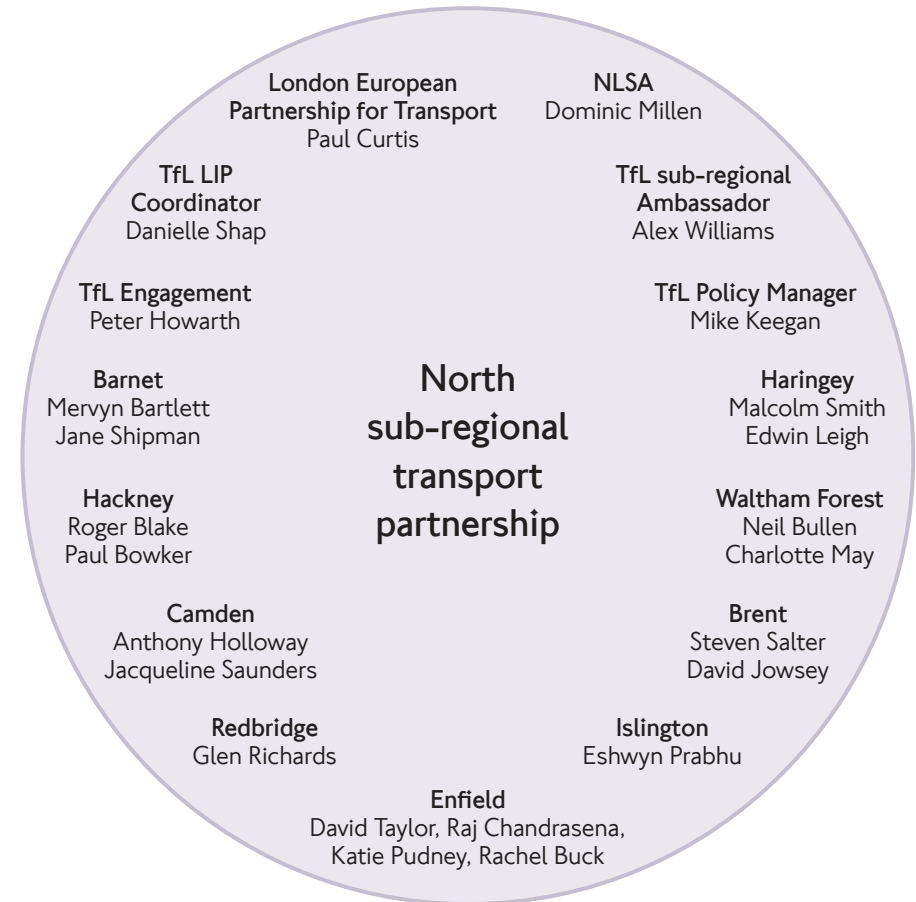
The following areas were investigated during 2012:

- » Rail developments
- » Road Task Force
- » Bus framework
- » Cycle network
- » Olympic Games/legacy
- » Crossrail 2
- » Road safety
- » Road corridor studies
- » London European Partnership for Transport
- » Upper Lea Valley Opportunity Area Planning Framework (OAPF)

This is in addition to work undertaken as part of the 2012/13 sub-regional programme:

- » Cycling
- » Orbital travel and public transport interchanges
- » Road corridor studies

Panel members:



Travel in north London

The majority of trips originating in the north sub-region are undertaken by car or motorcycle, which have a 43 per cent mode share, followed by walking with 32 per cent mode share, and bus and by Tube which have a 15 per cent and 6 per cent mode share, respectively. In 2012 cycle mode share increased to two per cent and taxi use remained at one per cent. North London's mode share for trips using car is above the mode share for London.

With forecast increases in employment and population, the total number of trips originating in

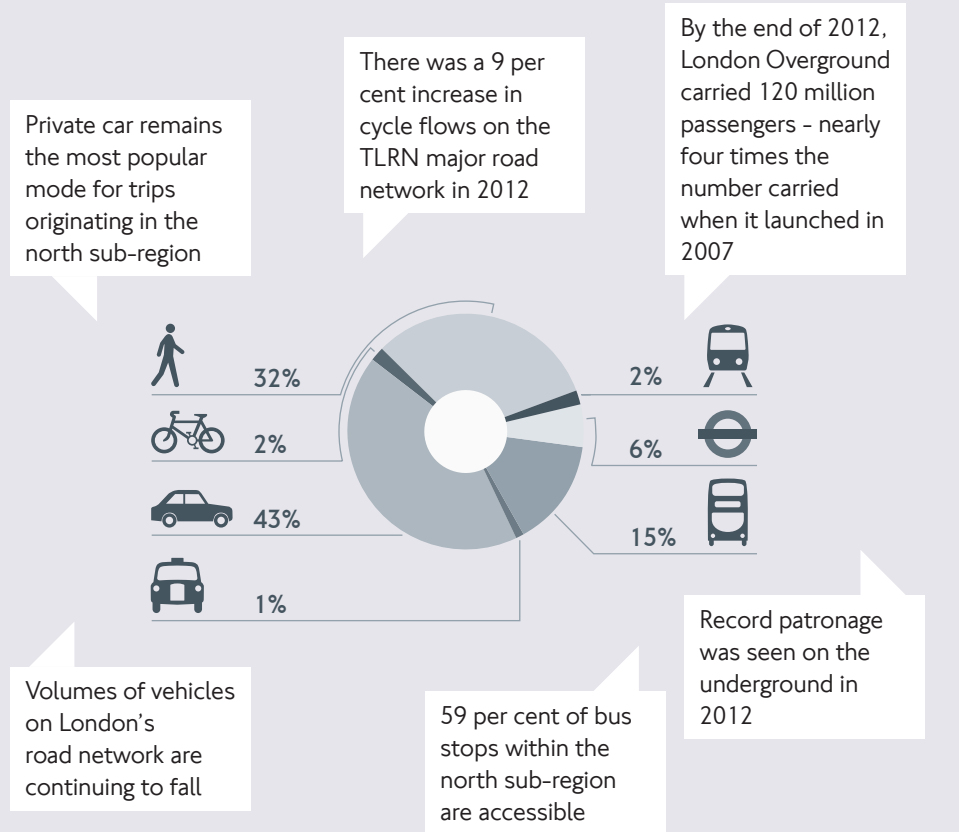
Greater London, by both London residents and non-residents, will increase substantially by 2031 resulting in increased pressure on the transport network.

There will be increased commuting for jobs to and within north London and also greater demands placed on shopping, leisure and tourist facilities within the sub-region.

There is also a significant opportunity to increase the current cycle and walking mode share and working towards achieving the Mayor's Transport Strategy (MTS) mode share assumptions to 2031.



Modal share for London residents in the north London sub-region
London Travel Demand Survey, 2011/12 (Average day/seven – day week)



Addressing the challenges

When the North Sub-regional Transport Plan was first developed in 2010 it helped to translate the MTS goals, challenges and outcomes to a sub-regional level.

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




Consequently, the cross-cutting challenges of improving air quality, reducing CO₂ emissions and achieving the targets for – and desired outcomes from – an increase in the mode share of cycling and walking were identified as challenges within all sub-regions.

In addition to these challenges, six challenges were identified and agreed for the central sub-region.






On an individual basis, each north London local authority delivers its responsibilities effectively and efficiently in a very challenging financial and operational environment to address these and other challenges. However, as a number of key issues are cross-boundary, key priority work areas for the sub-region were agreed.

While each work area can be addressed in isolation, the inter-related nature of these issues illustrate why an integrated approach is required.





















Challenges in every sub-region

-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
-  Transform the role of cycling and walking in the sub-region
-  Meet CO₂ targets

North London-specific challenges

-  Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lea Valley
-  Relieve crowding on the public transport network
-  Manage highway congestion and make more efficient use of the road network
-  Enhance connectivity and the attractiveness of orbital public transport
-  Improve access to key locations and jobs and services

What are the priority work areas?

- A406 North Circular road study, including long term options such as grade separation in order to resolve safeguarding of land 
- A5 road study, identifying and agreeing measures to improve the high street    
- A10/A10/A1055 corridor study, including rail investment, Crossrail 2, a review of highway access to the M25 and options for Stoke Newington gyratory     
- Development and implementation of cycling strategy for north London     
- Promotion and improvement of key tube/rail/bus interchanges in north London (as a pilot for other sub-regions)     

Supporting growth areas and regeneration

Growth and Regeneration

This update to the Sub-regional Transport Plan presents an opportunity to reflect on how the sub-region is accommodating and supporting this growth, both in terms of developing existing communities and creating new ones, while achieving the goals set out in the MTS.

Upper Lee Valley

The draft planning framework for the Upper Lee Valley Opportunity Area was consulted on between November 2011 and January 2012, setting out plans for growth over a large part of north London from the M25 to Lea Bridge Road in the

south, focused on Tottenham Hale and Blackhorse Lane, Meridian Water, Ponders End and the A1010 corridor. The proposals include a minimum of 15,700 new homes by 2031. In the last year, further consultation has taken place in the lead up to the final forthcoming Opportunity Area Planning Framework publication. Transport improvements include an enhanced station and interchange being provided at Tottenham Hale, with the gyratory being removed and public realm enhancements made. The Lea Valley Lines are going to have a capacity upgrade to enable a direct and regular train service to Stratford, with plans for a four train per hour service from Stratford to Tottenham

Hale. Meanwhile, partners are working towards the aspiration for a similar level of service to Angel Road, known as the Stratford-Tottenham Hale-Angel Road (STAR) line.

Cricklewood/Brent Cross

Major regeneration of the Cricklewood/Brent Cross area is to include 10,000 new homes and 20,000 new jobs over the next 20 years. The highway works will be the most significant ever to be delivered in London, including:

- » redesign of the M1/Staples Corner/A406/A5 junctions;
- » redesign of the A41/A406 junction;
- » a new access from the A5 via a rail bridge over the Midland Mainline; and
- » a new spine road as well and improved Templehof Bridge.

A new railway station will also be provided to the north of Brent Cross station, together with new sidings and a rail freight turnback facility. Major investment in buses including new

routes serving the area and a state of the art bus station to be better integrated with the new shopping centre will also be delivered. It is anticipated that the key infrastructure works will be in place by 2021.

Further updates on the remaining Opportunity Area and Intensification Areas will be provided in due course.

London Plan projections for north London sub-region



Population
1.2m
1.4m by 2031

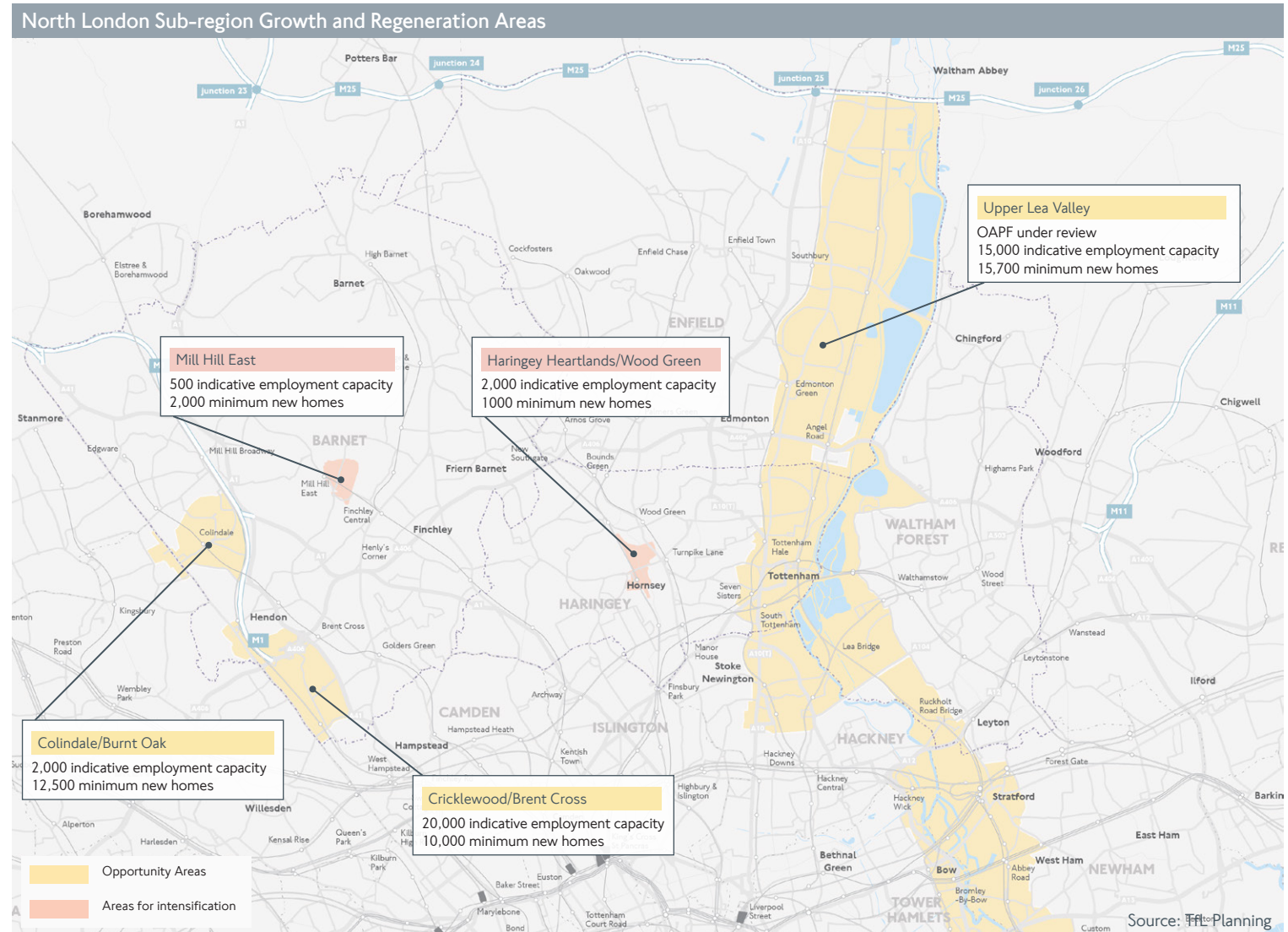


Jobs
319,000
323,000 by 2031



Households
447,000
522,000 by 2031

Accommodating future growth is a key challenge for all sub-regions, both in terms of developing existing communities and creating new ones. Most of the growth will be seen within the three Opportunity Areas and two Areas for Intensification as shown on the adjacent map.



Updated Growth Forecasts

Accommodating future growth is a key challenge for all sub-regions, both in terms of developing existing communities and creating new ones. Much of the growth will be seen within the three Opportunity Areas and two Areas for Intensification. Since the last update, work has continued on a number of key areas for the sub-region.

The updated figures show that population growth in the north sub-region between 2011 and 2031 is even greater than the previous projections underlying the London Plan with 192,000 people, which represents 13% of the overall growth in London.

Growth Projections in London 2011 and 2031



TfL Sub-regional models

The TfL suite of multi-modal models represent a significant investment in transport planning for London and their development has helped to improve the capability to analyse and understand various situations. As the impacts of the updated Census continue to be understood, the models will be updated appropriately in order to continue to provide this key tool for London.

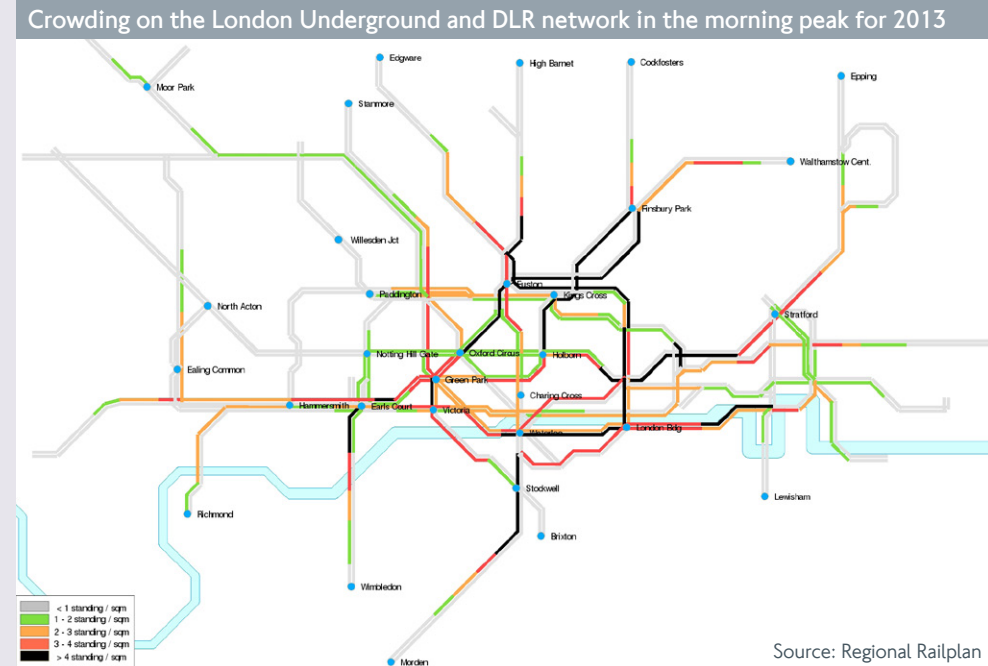
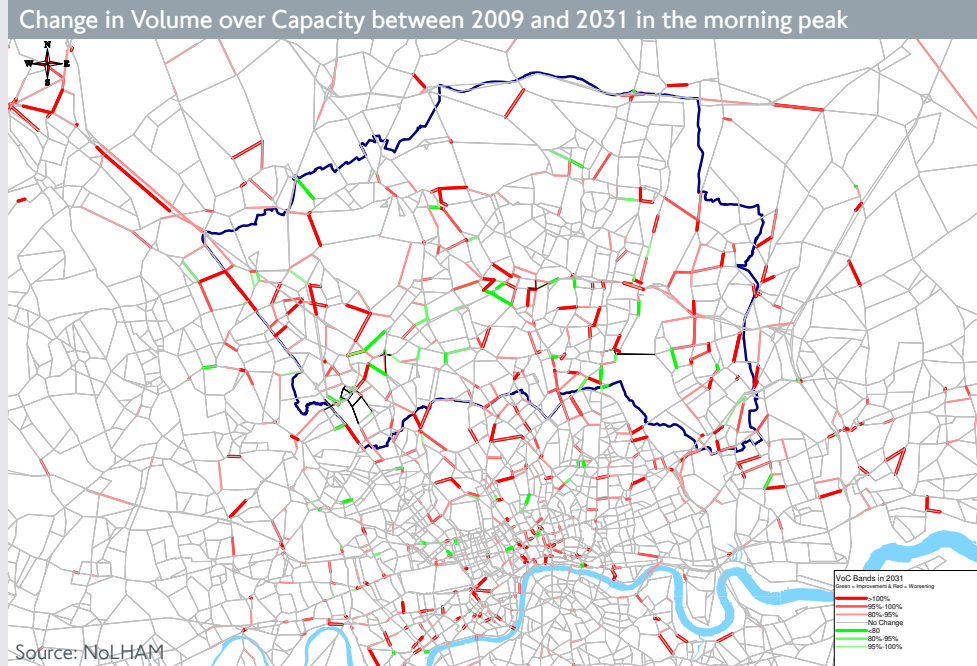
TfL's suite of strategic multi-modal models continues to be used in a variety of areas – with around 50 external uses to date. The suite consists of:

- » Demand modelling, primarily through London Transportation Studies Model, London Land Use Transport Interaction Model and the London Regional Demand Model

- » Five highway assignment models, one for each sub-region
- » Public transport modelling through Regional Railplan

For example, in 2012 uses have included Crossrail 2, Brent Cross and LB Enfield policy development.

For more information please contact: Alison Cowie, alisoncowie@tfl.gov.uk



London 2012 Olympic and Paralympics Games and legacy

London's transport networks supported a great 2012 Games with services operating well and carrying record numbers of passengers, while also keeping London moving and open for business. Transport was widely recognised as one of the key successes of the Games, delivering a legacy of improved transport infrastructure and operational performance, accessibility, demand management, customer information and unprecedented levels of collaboration between transport authorities and operators.

This transport success was built on a £6.5 billion investment in transport infrastructure and improved transport links, delivered a year ahead of the Games and providing an early legacy of increased capacity and more reliable services which supported the Games but will also provide greater access to jobs, leisure and education for generations to come.

As London looks back on a very successful Games, attention now turns to securing their legacy. The Olympic and Paralympic Transport Legacy Action Plan, 2012, sets out a number of actions.

Key transport legacy actions include:

- » Building on improved transport capacity and reliability from the Games related new infrastructure by continuing to invest in improvements to support development
- » Better public transport and road network operations – including the identification of faults before they occur, and continuing use of 'rapid response' arrangements on the Tube
- » A more accessible transport system – with both specific and general improvements either put in place for, or piloted during, the Games
- » Better partnership working among transport providers to

provide an integrated customer experience across public transport – using Games-time arrangements such for future major events and incidents

- » Harnessing the opportunities and lessons learned from Games time travel demand management (TDM) initiatives
- » Building on the success of the Travel Ambassador and Incident Customer Service Assistant volunteering programmes during the Games
- » Continued engagement with freight operators and businesses to build on innovative and flexible freight practices employed during the Games
- » A comprehensive review of signage on the TfL network in light of the success of the integrated magenta signage scheme used during the Games

Travel in London 5 includes a spotlight chapter on the demand and operational performance during

the Games. Travel in London and related publications will continue to explore lessons from the London 2012 transport experience. TfL will continue to develop and work with others to embed beneficial transport policy and operational initiatives based on these for the future.



Improving air quality and reducing CO₂ emissions

Low Emission Zone

In 2012, stricter requirements were introduced for vehicles entering the Low Emission Zone (LEZ). All vans must now meet a Euro III standard for particulate matter and 99% of these comply with the new LEZ standard. All heavy goods vehicles, buses and coaches must now meet a Euro IV standard for particulate matter and around 96% of these vehicles comply with the new LEZ standard.

From 2015, all TfL buses will be required to meet a Euro IV standard for NO_x, as well as particulate matter. This will be achieved through a combination of new Euro VI buses and innovative retrofitting.

London Buses

TfL is working to reduce the environmental impact of its bus fleet by trialling innovative new technologies; hydrogen, and increasing the number of hybrid buses and trialling electric buses in 2013.

The hybrid fleet is set to reach 1,600 vehicles by 2016, including 600 New

Bus for London vehicles. 2013/14 will see the conversion of Route 24 for full scale operation, as well as another route in September 2013, and at least two more by the end of the financial year of 2013/2014. The deployment of new hybrid buses will be targeted along air quality focus areas.

Taxis and private hire vehicles

Age limits and new minimum emissions standards have been introduced for licensed taxis and private hire vehicles. From 2012, taxis had to meet a 15-year age limit and a minimum Euro V standard. A 10-year age limit now applies to private hire vehicles plus newly registered private hire vehicles have to meet the Euro IV standard as a minimum and be no older than five years old.

Electric vehicles

Electric vehicle charging points continued to be delivered through Source London in 2012, and the number of charge points will rise to 1,300 in 2013. With around half of transport CO₂ emissions coming from

private cars, encouraging uptake of electric vehicles will be among the key measures to reduce CO₂ emissions.

Clean Air Fund 1

A £5 million Department for Transport (DfT) fund implemented by TfL demonstrated that local measures can play a supporting role to the London-wide emissions reduction measures, including:

- » Bus diesel particulate filters (DPFs) give a long term benefit

as buses are in service a minimum of 3 years.

- » No engine idling gives a short term tangible emission reduction benefit.
- » Green infrastructure has local air quality and wider benefits
- » Business engagement can change travel behaviour and deliver air quality benefits
- » Dust suppressants can produce benefits in targeted locations – waste/construction sites



Improving air quality and reducing CO₂ emissions

Clean Air Fund 2

A second Clean Air Fund, led by the Greater London Authority (GLA), will focus on reducing NO_x emissions from transport and non-transport sources at air quality focus areas.

Measures include:

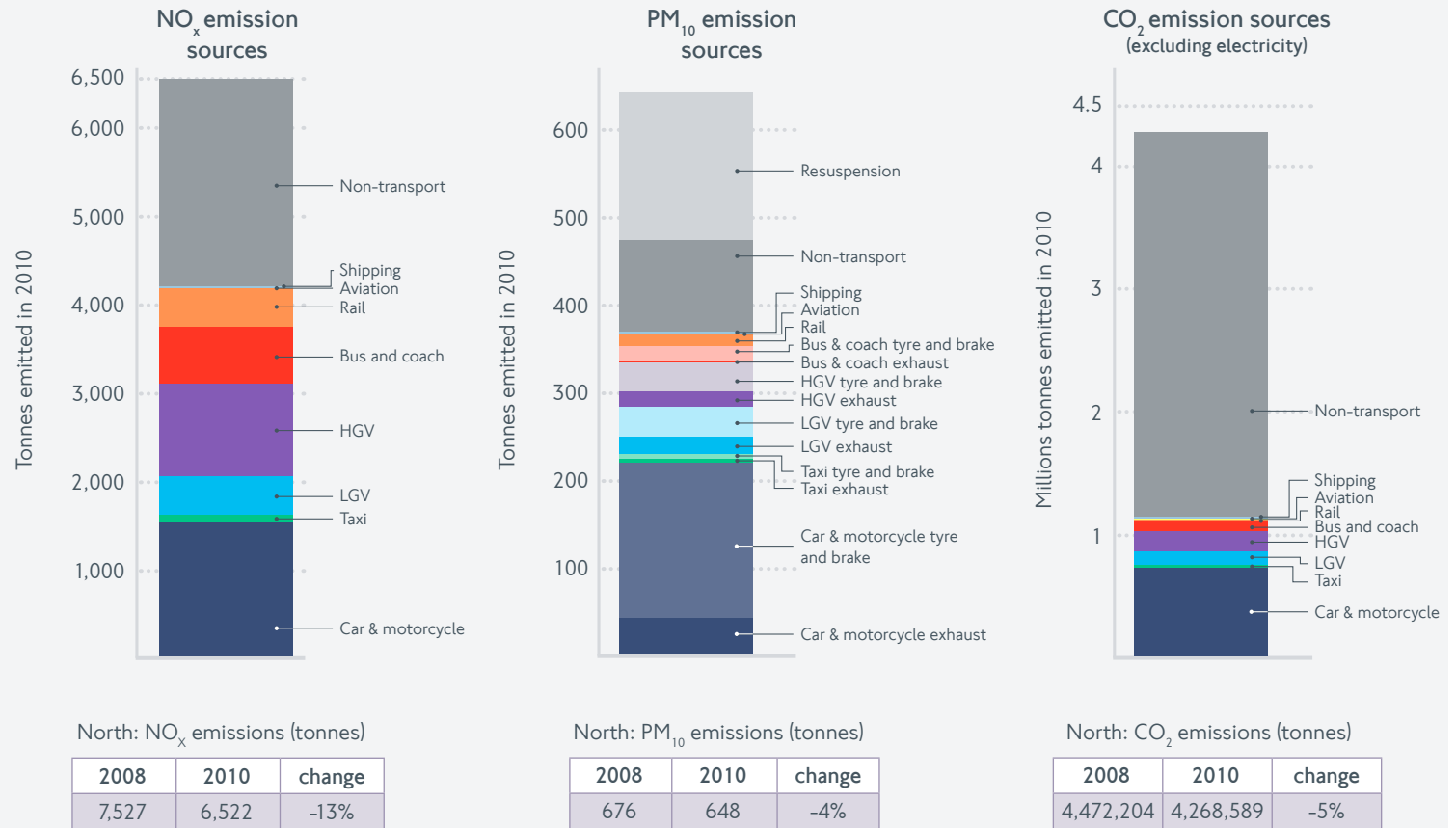
- » Clean Air Zones at schools
- » Business engagement
- » Green infrastructure
- » Clean Air 'champions' scheme

Mayor's Air Quality Fund

From spring 2013, a new fund totalling £6 million over three years and £20 million over 10 years will be made available to London boroughs determined to make a difference and implement local, innovative, transport-related air quality measures. Information can be found on the Borough Extranet.

London Atmospheric Emissions Inventory (LAEI) - 2010 estimate

The updated LAEI is an estimation of emissions from different sources across London in 2010 using reported or observed activity data. It also contains a back calculation to 2008 and forecasts for 2012, 2015 and 2020.



Making efficient use of the road network

Roads strategy

Roads and streets are vital to the Capital's economy and to movement around the city; almost all trips start or end by road, and roughly 80 per cent of all passenger trips and 90 per cent of freight trips in London are wholly made by road. Roads and streets also contribute to the quality of life of Londoners as places where people live, shop, work and play.

London's roads face a number of challenges in the short, medium and long term. These challenges include conflicts between competing users, accommodating population and employment growth, rising expectations for high quality public space and the imperative to improve road safety and improve the environment.

The Mayor has established a Roads Task Force to help develop a strategic direction for London's roads and streets. Further information is accessible online at www.london.gov.uk/priorities/transport/investing-transport/roads-task-force.

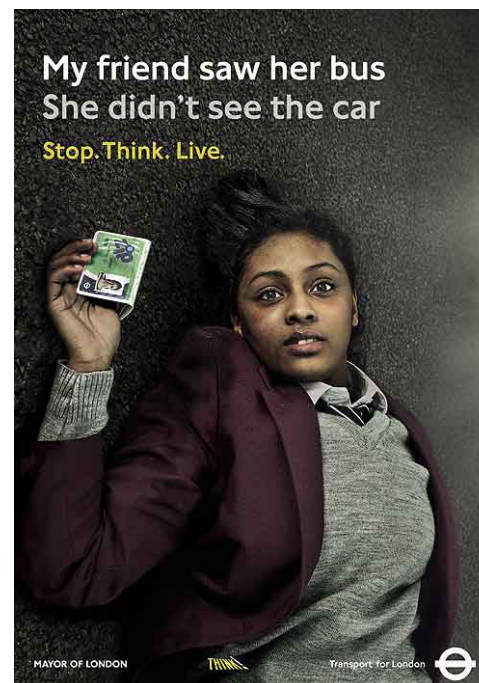
Road safety

Recent years have seen substantial and sustained reductions in the number of casualties from road traffic collisions in London. The number of fatalities and serious injuries has fallen in all categories except cycling, where there has been a slight increase, but in a period that has seen a far greater rise in the numbers taking up cycling. In Greater London, the number of people killed or seriously injured (KSI) from road traffic collisions fell by three per cent in 2011 compared to 2010 (from 2,886 to 2,805 – see 'Casualties in Greater London during 2011 Factsheet': www.tfl.gov.uk/assets/downloads/corporate/casualties-in-greater-london-2011.pdf).

In May 2013 the new Road Safety Action Plan was published which set out priority areas for action to deliver road safety improvements to 2020. A new Road Safety Reference Board is proposed to steer the implementation of the plan and road safety policy. This will include borough representatives

and road safety stakeholders.

The consultation document also proposed a target for London to achieve a 40 per cent reduction in KSI casualties by 2020. There are further proposals to implement new safety action plans for pedestrians and motorcyclists, as well as updating the Cycle Safety Action Plan.



Transforming the role of cycling

This year the Mayor announced his vision for cycling in London with an aim to achieve an Olympic legacy for all Londoners. Following the 2012 TfL Business Plan, the level of funding for cycling in the Capital now takes London towards the level of spend seen in other leading cities with high cycling levels. Initiatives will focus on four themes:

- » A Tube network for cyclists
- » Safer streets for cyclists
- » More people travelling by bike
- » Better places for everyone

Borough-wide monitoring will be undertaken by TfL to build a robust understanding of cycling levels across London.



A Tube network for the bike

The Barclays Cycle Superhighway programme is on course to be completed by 2016¹. Four routes are already in place, including CS2, CS3, CS7 and CS8. All future superhighways will be delivered to much higher standards and closer to international best practice. There will be an additional east-west segregated Superhighway delivered by 2016 as part of 'A Crossrail for the bike'.

New funding will be made available to significantly enhance London's cycle network. TfL is working in partnership with the boroughs to create a network of cycle routes that will upgrade popular, high-volume cycling routes in central London to form an exemplar 'grid'. This will be complemented by further investment in a London-wide network of guided quiet routes on low-traffic backstreets and greenways ('quietways'), including transformative continental-style cycling facilities in Outer London town centres ('mini-Hollands').

¹ <http://www.tfl.gov.uk/roadusers/cycling/15832.aspx>

Safer streets for the bike

As part of the Better Junctions programme, an initial review of more than 500 junctions was undertaken in 2012 to improve safety for cyclists and pedestrians. The programme will see priority placed on major improvements in and around London.

Cycle theft will be tackled through a joint initiative between TfL and policing partners. The Metropolitan Police Service's Cycle Task Force will be expanded to improve enforcement against anti-social behaviour, including cyclists that disobey traffic signals and motorists that encroach advanced stop lines.

Cycle safety is at the forefront of ensuring that London becomes a 'cyclised' city. A significant proportion of cycling fatalities involve large commercial vehicles. An extensive programme of work is underway to address this concern, of which more detail can be found under the Freight section. Eight full-time Metropolitan Police officers will be funded to investigate HGV collisions with cyclists.

Good progress has been made on actions in the Mayor's Cycle Safety Action Plan (2010) and work is now beginning on the second Cycle Safety Action Plan which should be published later in 2013 and will provide further actions and direction for addressing cycle safety. The plan was developed by the Cycle Safety Working Group, which is made up of a number of stakeholder organisations, boroughs and interest groups.



More people travelling by bike

Secure and convenient cycle parking facilities are important to helping people cycle more often. A comprehensive programme is underway to improve parking facilities at homes, workplaces and stations across the Capital. Subject to planning and support from Network Rail, a Dutch-style cycle superhub will be introduced in at least one central London mainline rail terminus.

Cycle training will continue to be available to all children in London and complemented by 'Cycle to School Partnerships', which will improve cycling routes to schools. More funding for adult cycle training will be allocated, alongside major safety education campaigns undertaken in partnership with the boroughs.

More than 20 million trips have now been made using Barclays Cycle Hire. This is a testament to the success of the scheme and TfL will continue to work with the boroughs to ensure

the cycle hire network is working as well as it can, which includes an expansion towards the end of 2013.

RideLondon

It is the commitment of TfL and the boroughs to inspire the next generation of cyclists. Every year, London will celebrate its place at the forefront of world cycling and ensure a fitting legacy to the sporting success of the London 2012 Olympic and Paralympic Games, with an annual festival of cycling known as RideLondon.

Better places for everyone

It is widely recognised that an increase in cycling will benefit all Londoners. Investment in cycling improvements should create better neighbourhoods, encourage more prosperous places, improve the perception of cyclists, ease demands on the public transport network and ensure the Mayor and boroughs reduce health inequalities in the Capital.



Supporting efficient freight and servicing

Safety

TfL and the freight industry continue to work together to promote safety, in particular regarding conflicts between freight vehicles and cyclists.

Between 2008 and 2011, 56 per cent of the cycling fatalities in London involved large commercial vehicles, including a high per cent of construction vehicles, while 15 per cent of pedestrian fatalities involved large commercial vehicles.

The 'Exchanging Places' events run by the Metropolitan Police Service's Cycle Task Force aims to raise awareness of visibility issues for both categories of road users. TfL also lends support to the 'Safer Lorries, Safer Cycling' campaign.

TfL is now working with vehicle manufacturers, the Mineral Products Association, the European Commission and others to implement the recommended actions within the independent Construction Logistics and Cycle Safety Report, 2013. Actions include changes to

operations such as adjusting delivery windows and improvements to vehicle design to reduce blind spots.

Fleet Operator Recognition Scheme (FORS)

This scheme has grown in size over the past year, with approximately 40 per cent of all freight vehicles operating in London now registered members. This comprises a 35/65 per cent split between vans and lorries.

Rail freight

Rail freight continues to provide an important role for the carriage of bulk commodities and containerised goods and use is forecast to increase significantly.

Over the next few years extra deep-sea shipping capacity is likely to increase pressure for freight paths on the North London line. Enhancements to capacity, including diversionary routes and the 'electric spine' are made within Network Rail's recently announced Strategic Business Plan for 2014–2019. The potential electrification

of Barking Gospel Oak line will further enhance sustainable freight transport in the north sub-region.

Connections with High Speed 2 (HS2)

TfL continues to work with HS2 Ltd to ensure that the opportunities for using the conventional and high speed rail networks for freight are maximised, and that any risks to existing or future operations can be avoided or mitigated.

Waterborne freight

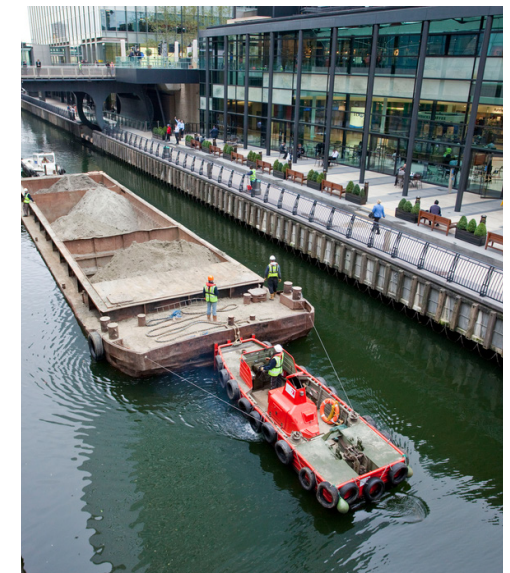
A range of opportunities exists to expand the range of freight carried by water, including solid waste, recyclates and consumer goods.

The recommendations of the forthcoming Safeguarded Wharves Implementation Report will be designed to ensure a viable series of wharves exists to enable east-west movement across London, enabling mode shift from road.

As new development sites are considered, along with Thames

Water's projects and the renewal of waste infrastructure, TfL will work with partners in the GLA, boroughs and other partnerships to maximise the opportunities for modal shift during the construction process and operational life.



In the north sub-region barges are to use Lee Navigation to serve the North London Waste facility at Edmonton.

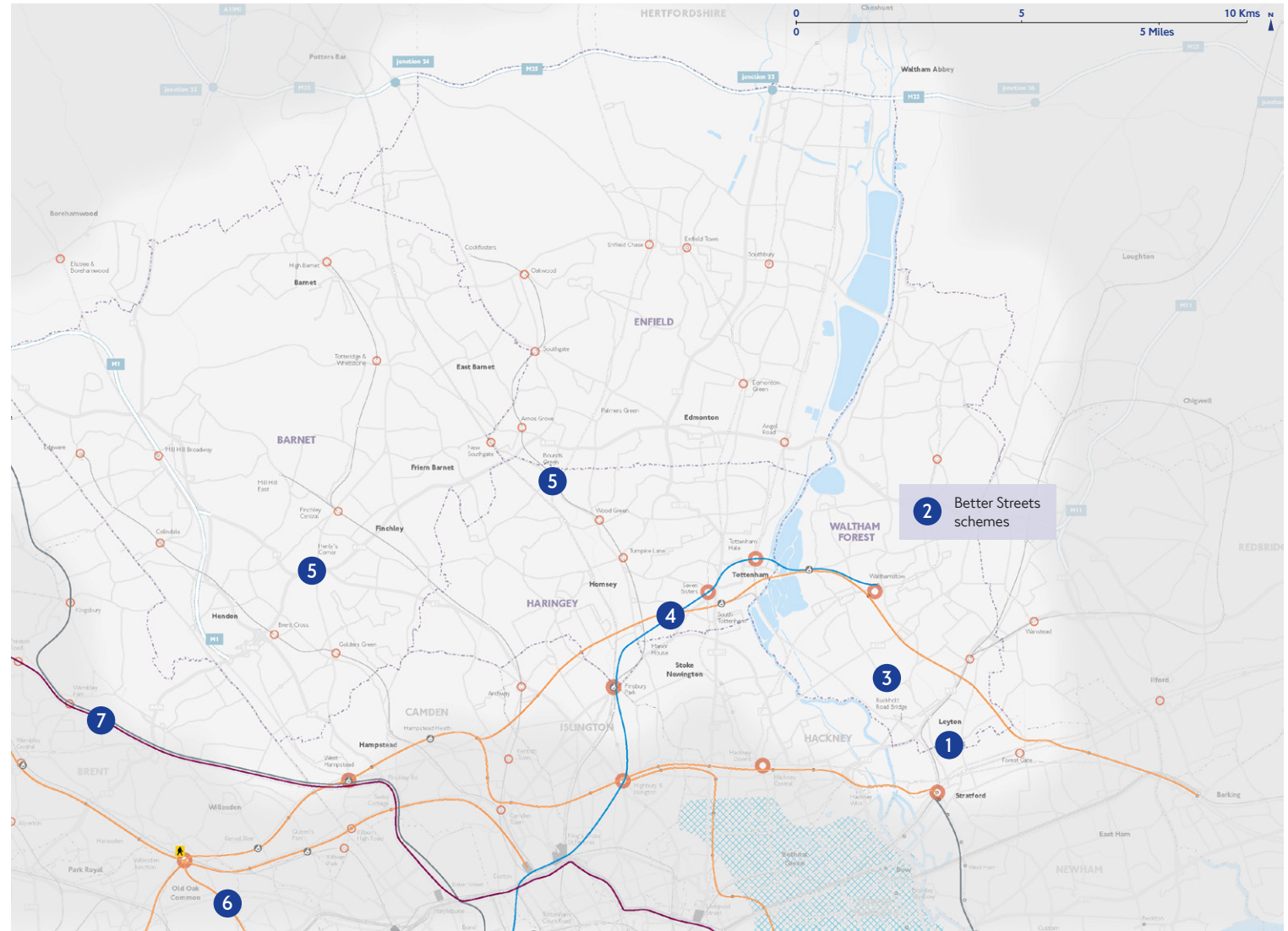


Addressing the sub-regional priorities in 2012/13

The following projects have been implemented within the 2012/13 year to address the identified challenges and priorities.

What was delivered in 2012/13?

- 1 Olympic fringe investment at Leyton, including streets and shop-front improvements and enlarged station capacity
- 2 Better Streets schemes at Wood Street town centre, the Leytonstone station area, and on Leyton High Road
- 3 Ruckholt Road Cycle and Pedestrian Bridge
- 4 Victoria line upgrade, with up to 33 trains-per-hour, improved reliability and reduced journey times
- 5 North Circular road improvements at Bounds Green and Henlys Corner
- 6 Extended London Overground services to Clapham Junction from north London, increasing service by four trains-per-hour to 16 trains-per-hour
- 7 Metropolitan Line - new rolling stock Jubilee Line - improved train service frequency and reliability
- + Other London-wide projects
 - Wi-Fi provision at underground stations
 - Pedestrian countdown roll out
 - Continuation of the bus stop and station step-free access programme 
 - Legible London expansion including but not limited to the areas shown 



Addressing the sub-regional priorities in 2012/13

The north sub-regional partnership offers the opportunity for TfL and the boroughs to work together to implement pilot studies and undertake research to work towards addressing the sub-regional priorities and challenges.

In 2012/13 the following pilot studies and projects were taken forward by the central sub-regional partnership:

Promotion and enhancement of key interchanges

The MTS and the North Sub-regional Plan highlight the need to improve orbital travel. Transport interchanges play a key role in improving orbital travel as they link different public transport services.

Transport interchange is normally understood as a hub where different transport modes intersect. In Outer London, this is not always the case as the nearest bus stop,

rail or Tube station may just be few hundred metres apart from each other. This type of arrangement may lead to transport users not being aware of alternative transport modes that they can use to reach their destination more efficiently. It is, perhaps, unsurprising that car trips account for more than 50 per cent of all trips in Outer London and the transport network needs to cater for orbital travel.

Part of the solution is to make greater use of public transport by raising awareness and improving transport interchange facilities. TfL will be auditing more than 20 public transport interchange locations in north London. This will help identify specific improvements which need to be made and, where possible, prioritise such works.

Cycling






A cycling strategy for north London has been commissioned which aims to provide a framework for partners to work together and translate how the Mayor's cycling vision can be

delivered in the north sub-region. It will review all of the available evidence in order to ensure that the Mayor's objectives can be met in a way which responds to the challenges and opportunities which exist in the north sub-region.

North London Corridor studies

Either the whole corridor or sections of the A5, A10 and A406 have been progressed as studies to inform the Roads Task Force. Each has been categorised into one of nine 'types' with corresponding objectives for what the road should deliver. The studies will feed into the production of the Roads Task Force report in early July 2013. A number of workshops have taken place with TfL and the boroughs to discuss the particular challenges and potential objectives which apply to each corridor. For example resolving the safeguarding issue to remove the blight on properties was a key issue identified for the A406.

What are the priority work areas?

- A406 North Circular road study, including long term options such as grade separation in order to resolve safeguarding of land 
- A5 road study, identifying and agreeing measures to improve the high street 
- A10/A10/A1055 corridor study, including rail investment, Crossrail 2, a review of highway access to the M25 and options for Stoke Newington gyratory 
- Development and implementation of cycling strategy for north London 
- Promotion and improvement of key tube/rail/bus interchanges in north London (as a pilot for other sub-regions) 

The following projects were implemented by TfL and boroughs:

Victoria line upgrade

Completion of the Victoria line upgrade has seen the introduction of state-of-the-art signalling and a brand new fleet of trains.

The upgrade has delivered a 33 train per hour service and is giving passengers faster, more reliable and more comfortable journeys.

The reliability improvements brought about by the works mean that delays to Victoria line customers have more than halved since 2003.

London Overground extension

The London Overground orbital railway around the Capital has now been completed following the launch of a new service from Clapham Junction to Highbury & Islington. This includes refurbished stations connecting Surrey Quays to Clapham Junction and increasing the service by 4 trains per hour to 16 trains per hour.

New Bus for London

More than 600 additional New Bus for London vehicles will be put into operation and 2013/14 will see the conversion of Route 24 for full scale operation, as well as another route in September and at least two more by the end of the financial year.



Contactless ticketing

Contactless payment systems is an innovation for London's ticketing system which leads the way internationally. During 2012 contactless payment systems were provided on London buses providing customers with a convenient payment method and more payment choices.

Bus Network Review

The bus network is kept under regular review involving continued liaison with stakeholders. This will include planning for the effects of Crossrail and other major rail schemes on the bus network.

Improving accessibility and step-free access

During 2012/13 the bus stop and station step-free access programme continued, full details can be found online at www.tfl.gov.uk/mobility.

Platform humps have been installed in Victoria line stations to give level access between the platform

and the train. This makes it easier for wheelchair users, parents with buggies and passengers with luggage to board and alight trains.

To date, 70 per cent of bus stops are fully accessible London wide. The north sub-region as a whole has 59 per cent of bus stops accessible and Enfield has the largest bus stop accessibility programme in London for the current financial year.

WiFi provision at stations

Wi-Fi is now at selected stations across the Underground network, including in ticket halls, corridors and platforms. Stations with WiFi can be found online at: [http://www.tfl.gov.uk/assets/downloads/corporate/WiFi-map-April-2013\(e\).pdf](http://www.tfl.gov.uk/assets/downloads/corporate/WiFi-map-April-2013(e).pdf).

Pedestrian Countdown roll out

TfL is planning to introduce Pedestrian Countdown at around 200 sites across London. There are currently 21 sites installed in the north sub-region.

Addressing the sub-regional priorities in 2012/13

Key Walking Routes

These are streets or paths that have been improved for walking, including for example to schools, public transport stations and stops, and local community, health and shopping centres.

The schemes are being developed in partnership with local residents and TfL. In the north sub-region key walking route projects include the following:

High Road Leyton

The scheme covered the stretch of High Road Leyton north of the Underground station and included footpath resurfacing and widening, upgrading the quality the parking

bays, improving street lighting and way-finding through the use of Legible London. The LIP scheme fully complemented a successful shop front improvement scheme, funded by the Outer London Fund (OLF), which has since received positive national media coverage. Construction started in June 2011 and was completed in July 2012 in time for the Olympic Games.

High Road Leytonstone

This was a major scheme and a Local Implementation Plan (LIP) corridor scheme which included removing street clutter, reducing the width of the road carriageway and widening footways, improving crossing facilities and incorporating more cycle parking

and improving lighting, safety and security around the entrance to Leytonstone High Road station. Construction started in September 2011 and completed in July 2012.

Legible London

Further expansion of the Legible London system has been undertaken throughout the north sub-region at 24 locations across all four boroughs.



Source: <http://www.walthamforest.gov.uk/publishingimages/better%20high%20streets%20web.jpg>

Major borough LIP and TfL schemes

The major schemes that were completed in 2012 /13 include:

Olympic Fringe investment

Olympic fringe investment at Leyton, including streets and shop-front improvements and enlarged station capacity

'Better Streets' schemes

'Better Streets' schemes, providing an improved, more accessible and pleasant environment, at Wood Street town centre, the Leytonstone station area, and on Leyton High Road

Key Walking Routes

Ruckholt Road pedestrian/cycle bridge - improved walking and cycling routes and safety between Leyton and Walthamstow along Ruckholt Road adjacent to the Olympic Park

Improvement to the North Circular

North Circular Road improvements at Bounds Green and Henlys Corner

Smarter Travel initiatives

Haringey Council's Smarter Travel Team has developed a distinctive brand with eye-catching concepts to help change the behaviour of people living, working and travelling within Haringey. The Smarter Travel brand won the 'Excellence in travel information and marketing' award at the London Transport Awards on Thursday 14th March.

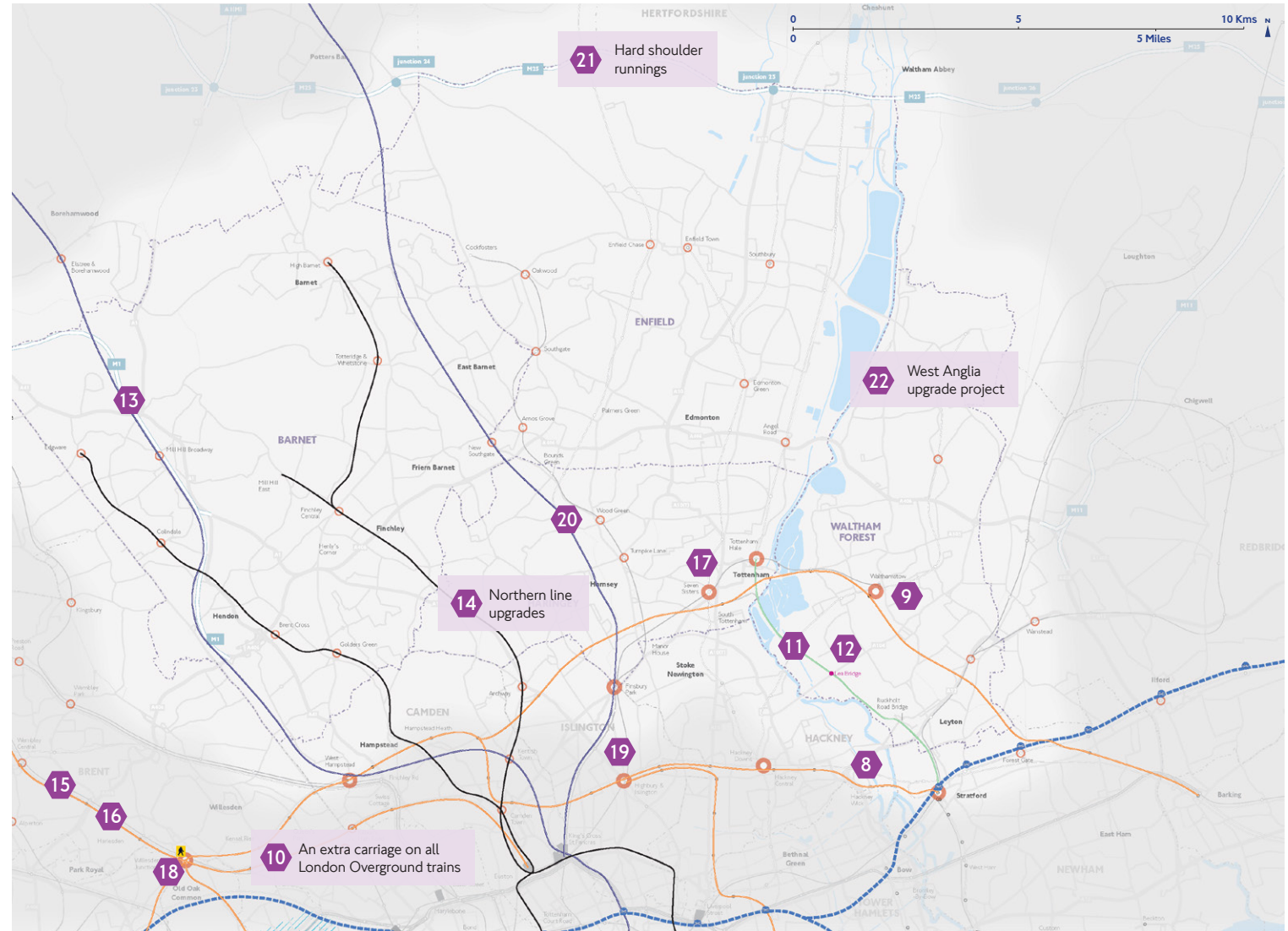


Henlys Corner junction improvements scheme






Investing to improve north London from 2013/14

- schemes with committed funding

The following projects are committed with funding from sources including the TfL business plan, borough LIPs funding and European funding.



What is committed?

- 8 Two-way bus operation of Eastway
 - 9 Strategic interchange at Walthamstow Central/Queens Road to improve radial/orbital connectivity
 - 10  An extra carriage all London Overground trains (except between Barking and Gospel Oak)
 - 11  More frequent train services from Stratford to Tottenham Hale
 - 12  New station at Lea Bridge
 - 13  Thameslink upgrade
 - 14  Northern line upgrades
 - 15 West London Line: Train and platform lengthening to eight cars on all Southern services between Croydon and Watford, complete by 2014
 - 16 Harlesden: road safety, cycle improvements and signal timing reviews (2013). Removal of a gyratory system and public realm enhancements.
 - 17 Package of improvements at Tottenham.
 - 18 Willesden Junction reconstruction of the station approach
 - 19 Highbury Corner junction improvement scheme (2014)
 - 20 Green Lanes/Wood Green: streetscape improvements
 - 21 Hard shoulder running on junctions 23–27 of M25 (2015)
 - 22 West Anglia upgrade project
- + Other London-wide projects
 - Wi-Fi provision at underground stations
 - Pedestrian countdown at traffic signals
 - Step-free access programme 
 - Contactless ticketing on all modes
 - SCOOT roll out
 - Introduction of electric vehicle charging points
 - New bus for London
 - Legible London expansion 
 - Investment in strategic and local roads
 - Implementing the Mayor's Vision for Cycling in London

Crossrail 1

Crucial to London's future, Crossrail will expand the city's rail network capacity by 10 per cent. This will be the biggest single increase in the Capital's transport capacity since 1945.

Crossrail will reduce congestion by up to 60 per cent on many Underground lines, as well as on the Docklands Light Railway (DLR) and Southeastern train services and generate £42 billion for the UK economy.

More than 1.5 million additional people will have access to quick, direct links to the heart of the Capital. The new railway will link the outer suburbs in east and west London with fast, frequent, high capacity services to the City and the West End.

Services will begin in phases, with the first new trains planned to begin operating early in 2017 on existing Network Rail suburban services into Liverpool Street station.



Investing to improve north London sub-region from 2013/14

Thameslink

Since Thameslink opened in 2000, the number of passenger journeys has increased by 50 per cent. The next phase of Thameslink will involve work to track, signalling and major bridges at London Bridge station and is programmed to be completed in December 2018.

Northern line signal upgrades

A new control centre, computerised signalling and automatic control system will be installed enabling trains to run closer together and at higher speeds, reducing journey times by 18 per cent and increasing capacity by 20 per cent.

Station congestion relief schemes

On the Underground, extensive improvements are necessary at major stations to relieve congestion, minimise the need for station overcrowding control measures, facilitate interchange and increase capacity. Works include new ticket halls, step-free access to platforms and interchange improvements.

London Overground capacity increase

TfL has announced a programme to introduce five-car trains on all electric London Overground routes and increase its capacity by 25 per cent to meet increasing demand for the railway's services.

The programme includes the construction of longer platforms and the delivery of an additional 57 carriages by the end of 2015.

West Anglia upgrade project

London Local Enterprise Partnership (LEP) has allocated £25m for rail upgrades and extra services at Northumberland Park and Tottenham Hale, improving rail links between Stratford, the Upper Lee Valley and beyond, including Stansted Airport. This investment will provide up to four trains per hour from Angel Road and Northumberland Park stations via Tottenham Hale and a re-opened Lea Bridge station to Stratford. It is part of a £72million West Anglia upgrade project, including £44million

from Network Rail (subject to the outcome of our submission for the next Control Period) and up to £3m from Transport for London. The investment will ensure that the full scheme and related benefits can be delivered, including the provision of a new track between Lea Bridge station and Angel Road. Station improvements including £2.5m earmarked to upgrade Angel Road station. This investment supports the Meridian Water development and regeneration in the Lower Lea Valley.

Improving accessibility of bus and rail

Over the next 10 years, TfL will provide step-free access at an extra 28 stations London wide and has set a target that 90 per cent of bus stops will be accessible by 2016. The bus stop and station access improvement programmes will be continued and includes upgrades to Finsbury Park and South Tottenham stations and Tottenham Hale 'Access for All scheme'.

Contactless ticketing

By late 2013, contactless payment cards will be provided on the Tube, DLR, trams and the London Overground. Oyster will still be accepted across the network, although the use of contactless payment will provide customers with a convenient payment method and more payment choices.

There is an aspiration to improve payment for Barclays Cycle Hire in a similar manner.

Pedestrian Countdown roll out

Pedestrian countdown timers will be provided at traffic signals to improve traffic flow at junctions at more than 200 sites across the Capital.



Legible London

In partnership with the boroughs Legible London will continue to be rolled out. London Borough of Enfield is planning several routes including Enfield Town, Edmonton Green, Ponders End and Meridan Water. London Borough of Haringey is also considering it for Wood Green.

Cycle parking at stations

In 2013/14, TfL will oversee the second year of a joint fund of £1.3 million with Network Rail to install 800 spaces at train operated stations.

Split Cycle Offset Optimisation Technique (SCOOT)

TfL has begun to equip 1,500 more traffic lights with SCOOT technology London-wide. SCOOT is an intelligent traffic control system with proven ability to reduce delays by 12 per cent. It optimises traffic signals in response to real-time traffic conditions and further planned enhancements will allow the system to take account of pedestrians and cyclists.

Upgrade of safety cameras network

Replacing wet film with digital cameras across London, investing over £40 million.

Greenways

The Harbet Road Towpath launched in 2012. The project provides a significant walking and cycling link between the main London Olympic site and the Olympic Canoe site in Broxbourne. The funding was granted on the basis that it met the two main criteria of being a high priority regeneration area (Meridian Water) and relevant to the 2012 Olympic Games and forms part of the Mayor's Great Outdoors Schemes.

London Boroughs of Enfield and Haringey also both have a number of routes planned for 2013/14 and beyond.



Investing to improve north London sub-region from 2013/14

Major borough LIP and TfL schemes – 2013/14

The major schemes that are planned for 2013/14 include:

Strategic interchange

Strategic interchange at Walthamstow North/Queens Road to improve radial/orbital connectivity.

London Overground capacity increase

An extra carriage on all London Overground lines (except Barking-Gospel Oak line), from 2014 completed by 2016, giving 25 per cent capacity increase.

Lea Valley mainline

Lea Valley mainline – A total of £72m has been set aside (made up of £44m from Network Rail and £25m from the London Growth Fund and up to £3m from TfL).

New station at Lea Bridge

New station at Lea Bridge, providing improved access from Waltham Forest and Hackney to Stratford and Tottenham.

Thameslink upgrade

Thameslink upgrade to provide longer trains and higher frequencies on Midland Mainline and Great Northern routes, 2018.

Northern line upgrades

Northern line upgrades, to increase capacity by a fifth and reduce journey times by 18 per cent, due for completion by 2014 and 2020.

Highbury Corner

Junction improvement scheme due for completion by 2014.

Bus Stop Accessibility

70 per cent of bus stops accessible by spring 2013 (59 per cent in north London) and 95 per cent by 2016.

Green Lanes/Wood Green

Streetscape improvements, signal removal, street clutter rationalisation due by 2014.

Forest Road, Waltham Forest

Highway safety and public realm improvements – Consultation spring 2013.

M25 Junctions 23-27

Hard shoulder running on junctions 23 – 27 of M25 due for completion by 2015.

Step-free stations

Over the next 10 years, TfL will provide step-free access at an additional nine stations in the sub-region, including Finsbury Park in 2015.

New station at Lea Bridge

New station to be created between Tottenham Hale and Stratford on Lea Bridge Road

Two way operation of Eastway

LB Hackney are responsible for making the Eastway Bridge two-way for buses. This will enable the 388 to connect Hackney with Stratford City via the future iCity at East Wick. This will help connect Hackney to the employment, leisure and retail opportunities in the Queen Elizabeth Olympic Park (and vice versa). The scheme is anticipated to be available for bus operation in December 2013.

Strategic interchange at Walthamstow Central / Queens Road to improve radial / orbital connectivity

A walkway linking Walthamstow Central and Walthamstow Queens Road stations is scheduled to open in summer 2013. It will dramatically improve the ease of walking between the stations by creating a new link along Edison Close.

Tottenham streetscape

Package of improvements at Tottenham Hale, including removal of gyratory, new station (including capacity enhancement) and bus interchange and public realm improvements. Highways works started on site at end of 2012 and are due for completion by the end of 2014.

£20m in funding from TfL will be made available for upgrades to the station including new lifts, gate lines and a re-design of the concourse.



Tottenham Hale improvement scheme



Meridian Water development – new homes and jobs ¹



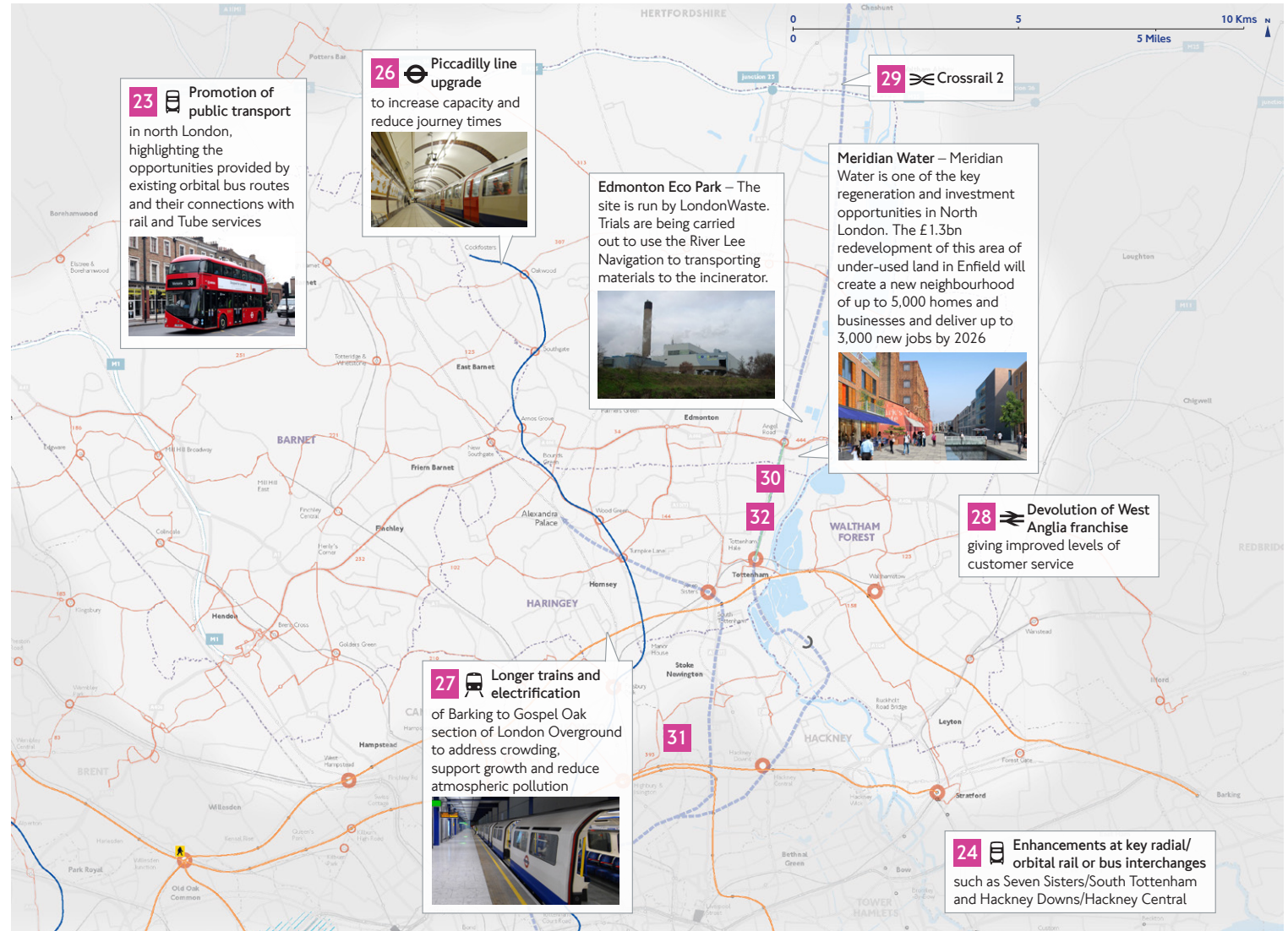
Forest Road Highway safety and public realm improvements ²

¹ Source: www.meridianwater.co.uk/an-unrivaled-development-opportunity

² Source: www.walthamforest.gov.uk/Documents/Forest%20Rd%20-%20Consultation%20Leaflet.pdf

Future opportunities

Many challenges in north London will still remain after the committed initiatives set out in the MTS and TfL Business Plan are implemented. More can still be done to support continued economic growth; deliver a better quality of life; improve access to opportunities; reduce transport's contribution to climate change, and improve safety and security both within north London and more widely for London as a whole.



Future opportunities

- 23 — Promotion of public transport in north London
- 24 Enhancements at key radial/orbital rail or bus interchanges
- 25 Investment in strategic and local roads
- 26 — Piccadilly line upgrade
- 27 — Longer trains and electrification of London Overground (Barking to Gospel Oak)
- 28 Devolution of West Anglia franchise
- 29 ■■■ Crossrail 2
- 30 — More frequent train services from Tottenham Hale to Brimsdown via Angel Road
- 31 Stoke Newington Gyratory
- 32 Four tracking of the Lea Valley mainline
- + Other London-wide projects
 - Improvements to the road network following the outcomes of the Roads Task Force
 - Step-free access programme
 - Continual review of the bus network
 - Potential schemes to improve air quality
 - Behaviour change measures –
 - Implementing the Mayor’s Vision for Cycling in London

Crossrail 2

This scheme has the potential to provide new connectivity and reduce crowding on a number of Underground lines and provide enhanced journey times to the West End from the north and south.

The Mayor has endorsed a programme for 2013, which includes further option refinement, strategic consultation, a preferred option and updating the safeguarding in the

early part of 2014. In light of the Crossrail 2 scheme development, TfL is also working on the longer term plan for the Central line.

Benefits for north London include:

- » A new rail link into north London
- » Significant crowding relief to the Victoria line south from Tottenham Hale and Seven Sisters, and the Piccadilly line from south of Turnpike Lane

- » Enhanced journey times to the West End and south London, from the parts of north London that they serve.
- » Work continues to consider the wider impacts, including a study that is seeking to identify the scope of development that Crossrail 2 could facilitate, including in the Upper Lea Valley.

Maximising the potential of High Speed 2 (HS2)

HS2 will provide faster journey times to key city regions throughout Great Britain including Birmingham, Manchester, Leeds, Newcastle, Glasgow and Edinburgh.

With connections into Euston, HS2 will provide a gateway into London with a redesigned Euston station. The additional demand generated if HS2 goes ahead will require Crossrail 2 in order to manage onward dispersal from Euston.



River crossings

The north sub-region experiences the negative impacts of closures and unreliability of the Blackwall Tunnel and would therefore benefit from reductions in congestion and journey time unreliability on the road network. Next steps are to consult on formal proposals in late 2013.

Investment in strategic and local roads

The Roads Strategy will provide an opportunity to consider how investment on local and strategic roads will be undertaken in the future. This will be based on road type characterises developed from case studies which were used to explore conflicts between users. The case



studies within the north sub-region included the A406, A5 and A10. It is anticipated that the Strategy will shape major LIP and Transport for London Route Network schemes.

Buses

Services will continue to respond to changes in demand (for example those arising from rail schemes and from changes in land use) within available funding. Inner London residents make more use of buses for their trips than any other mode of public transport. Hence, bus priority measures, well located terminals and direct bus access to key destinations are also essential. Protection and enhancement of bus infrastructure is being sought in development/masterplanning.

TfL has set out its plan for investment over the next 10 years within the latest business plan, to improve bus reliability at identified pinch points in London and to keep pace with the predicted population increase and demands on the bus network. Work is ongoing to identify congestion hot

spots across the network to make targeted reliability improvements. TfL and the boroughs will need to work together to address each congestion and hot spot location. In addition, bus priority will be considered to unlock economic growth by supporting major developments.

Behaviour change measures - potential opportunities to improve the sustainability of freight and servicing

As described elsewhere in the Plan, the London 2012 Games were the catalyst for travel behaviour change from many individuals and businesses, implementing the four Rs, either: by reducing their travel, re-timing, re-routing and/or revising mode.

There may be an opportunity to embed some of these behaviour changes under business-as-usual circumstances, switching mode to walking or cycling and changing time of travel may be some of the most effective ways to better balance demand with available transport capacity.

Rail devolution

The Mayor's Rail Vision, published during February 2012, restated the MTS commitment to focused investment on the West Anglia and Southeastern routes operating within London. For north London, the West Anglia route devolution provides opportunities for train lengthening, increasing inner services to reduce crowding, particularly into Seven Sisters, Tottenham Hale and Liverpool St, and support growth and regeneration in Hackney, Haringey, Waltham Forest and Enfield.

Stoke Newington Gyrotory

LB Hackney have appointed Atkins as lead consultants for a study to develop a favoured proposal for future road network arrangements in the Stoke Newington area. The study will consider the full range of options available to improve conditions for road users and local residents / businesses, guided by the emerging principles of the Roads Taskforce. The study will be undertaken in close

collaboration with TfL, who will have representation on both the study board and working group.

Archway Gyrotory

TfL working closely with London Borough of Islington officers to develop a viable scheme that achieves a high quality, direct, accessible and integrated transport interchange. It is estimated that the total cost will be between £7m-£9m.

Lea Valley four tracking

Four tracking of the Lea Valley mainline which will increase capacity, enhance connectivity and reduce journey times. This is also currently envisaged as a necessary pre-cursor to delivering Crossrail 2. This scheme should also be included in the Implementation Plan with completion in 2013/20.

Addressing the sub-regional priorities in 2013/14

The north sub-region forum has the opportunity to continue to address the sub-regional challenges by working together to implement pilot studies and undertake research over the following year.

The draft priorities for the north sub-region to address the identified challenges within the north sub-region for 2013/14 include:

2013/14 draft priority work areas

- Building on the issues identified in the key interchange audit in order to develop a programme of improvements.
- Responding to the findings and recommendations made by the Roads Task Force and the issues set out in the corridor studies.
- Taking forward the recommendations made in the north London cycling strategy and developing schemes in order to drive growth in cycling in the sub-region.

Funding

In December 2012, TfL published its Business Plan (www.tfl.gov.uk/corporate/about-tfl/investorrelations/1462.aspx), setting out its plans for investment over the coming decade. Subject to government funding, the investment in the plan will continue to support the delivery of the MTS, unlocking economic growth through increased capacity and connectivity as well as achieving wider aims to improve Londoners' quality of life.

TfL and the boroughs work together to implement LIP schemes and projects outlined in the MTS. The 2013/14 TfL LIP funding allocations for the north London Sub-region are shown in the following table.

Match funding

The gap between what is assumed to be funded and what is required widens over time. The importance of working in partnership with businesses, Business Improvement

Districts (BIDS) and other third parties is critical to securing match funding and to maximise delivery.

During 2012/13, additional match funding sources were used to implement the north sub-regional projects including TfL SRTP pilot funding; European funding; borough funding; and BID funding.

Potential funding sources for future match funding may include:

- » TfL LIP programme
- » TfL Sub regional pilot funding
- » LEAP European funding
- » Borough funding
- » BID funding
- » Clean Air Fund 2
- » Mayor's Air Quality Fund
- » Road Strategy
- » S106
- » Community Infrastructure Levy



2013/14 LIP Funding Allocations

Borough	Corridors, neighbourhoods and Supporting measures (£,000)	Principal road maintenance (£,000)	Local transport funding (£,000)	Major schemes funding (£,000)	Total (£,000)
Barnet	3,653	1,126	100	100	4,979
Enfield	3,055	1,104	100	200	4,459
Haringey	2,123	668	100	1,550	4,441
Waltham Forest	2,190	491	100	120	2,901

Appendix A:

North London Sub-regional Implementation Summary

North London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
Olympic fringe investment at Leyton, including streets and shop-front improvements and enlarged station capacity		●		
Ruckholt Road Cycle and Pedestrian Bridge: improved and softer walking and cycling routes between Leyton and Walthamstow along Ruckholt Road, adjacent to the Olympic Park	 	●		
Victoria line upgrade, with up to 33 trains-per-hour, improved reliability and reduced journey times	 	●		
North Circular road improvements at Bounds Green and Henlys Corner	 	●		
Extended London Overground services to Clapham Junction from north London, increasing service by four trains-per-hour to 16 trains-per-hour	 	●		
Metropolitan Line - new rolling stock; Jubilee Line - improved train service frequency and reliability	 	●		
WiFi provision at underground stations		●	●	
Pedestrian countdown roll out	 	●	●	
Continuation of the bus stop and station step-free access programme	 	●	●	●
Legible London expansion	 	●	●	
LIP and TfL major schemes (e.g. delivered Wood Street town centre, the Leytonstone station area, and on Leyton High Road; and funding for schemes including Highbury Corner junction; Richmond and Wimbledon town centres)	 	●	●	●
Two-way bus operation of Eastway	 		●	
Strategic interchange at Walthamstow Central/Queens Road to improve radial/orbital connectivity	 		●	
An extra carriage all London Overground trains (except between Barking and Gospel Oak), from 2014, completed by 2016, giving 25% capacity increase	 		●	
More frequent train services between Stratford and Tottenham Hale & new station at Lea Bridge, providing improved access from Waltham Forest and Hackney to Stratford and Tottenham	 		●	
Thameslink upgrade to provide longer trains and higher frequencies on Midland Main Line, East Coast Main Line and Great Northern routes by 2018	 		●	

Challenges and priority work areas

Challenges in every sub-region

- Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
- Transform the role of cycling and walking in the sub-region
- Meet CO₂ targets

North London-specific challenges

- Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lea Valley
- Relieve crowding on the public transport network
- Manage highway congestion and make more efficient use of the road network
- Enhance connectivity and the attractiveness of orbital public transport
- Improve access to key locations and jobs and services

● Delivered ● Committed ● Opportunity

continues on the next page

North London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
Northern line upgrades, to increase capacity by a fifth and reduce journey times by 18%, by 2014 and further upgrade by 2020				
West London Line: Train and platform lengthening to eight cars on all Southern services between Croydon and Watford, complete by 2014				
Package of improvements at Tottenham, including removal of gyratory, remodelled station and bus interchange and public realm improvements. Highways works started on site at end of 2012 and are due for completion by the end of 2014				
Hard shoulder running on junctions 23–27 of M25 (2015)				
SCOOT roll out to a further 1,500 sites London-wide				
Introduction of electric vehicle charging points				
Network wide roll out of a further 600 New bus for London buses				
Investment in strategic and local roads (following the Roads Task Force Strategy)				
Implementing the Mayor's Vision for Cycling in London				
Promotion of public transport in north London, highlighting the opportunities provided by existing orbital bus routes and their connections with rail and tube services (currently a priority work area)				
Enhancements at key radial/orbital rail or bus interchanges such as Seven Sisters/ South Tottenham and Hackney Downs/Hackney Central				
Longer trains and electrification of London Overground (Barking to Gospel Oak) to address crowding, support growth and reduce atmospheric pollution				
Devolution of West Anglia franchise, giving improved levels of customer service				
Crossrail 2 to provide enhanced capacity for London's growing population				
Potential schemes to improve air quality				
Behaviour change measures – Potential opportunities to improve the sustainability of freight and servicing				
West Anglia upgrade project				
Four tracking of the Lea Valley mainline				

Appendix B:

Central Sub-regional Plan: Addressing the Challenges

North London

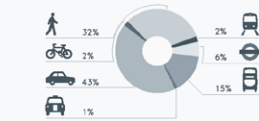
Sub-Regional Transport Plan: addressing the challenges

2013 update

Who lives and works in the North London sub-region?
The North London sub-region, represented via North London Strategic Alliance (NLSA), consists of the boroughs of Barnet, Enfield, Haringey and Waltham Forest.



How people travel in the north London sub-region?
Modal share (average day (seven day week), LTSD 2011/12)



Challenges and priority work areas

Challenges in every sub-region

- Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
- Transform the role of cycling and walking in the sub-region
- Meet CO₂ targets

North London-specific challenges

- Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lea Valley
- Relieve crowding on the public transport network
- Manage highway congestion and make more efficient use of the road network
- Enhance connectivity and the attractiveness of orbital public transport
- Improve access to key locations and jobs and services

What are the priority work areas?

- A406 North Circular road study, including long term options such as grade separation in order to resolve safeguarding of land
- A5 road study, identifying and agreeing measures to improve the high street
- A10/A10/A1055 corridor study, including rail investment, Crossrail 2, a review of highway access to the M25 and options for Stone Newington gyratory
- Development and implementation of cycling strategy for north London
- Promotion and improvement of key tube/rail/bus interchanges in north London (as a pilot for other sub-regions)

Opportunity Areas

- Colindale and Burnt Oak Opportunity Area
- Upper Lea Valley Opportunity Area
- Brent Cross Cricklewood Opportunity Area

Intensification Areas

- Mill Hill East Area for Intensification
- Haringey Heartlands and Wood Green Area for Intensification

Further information

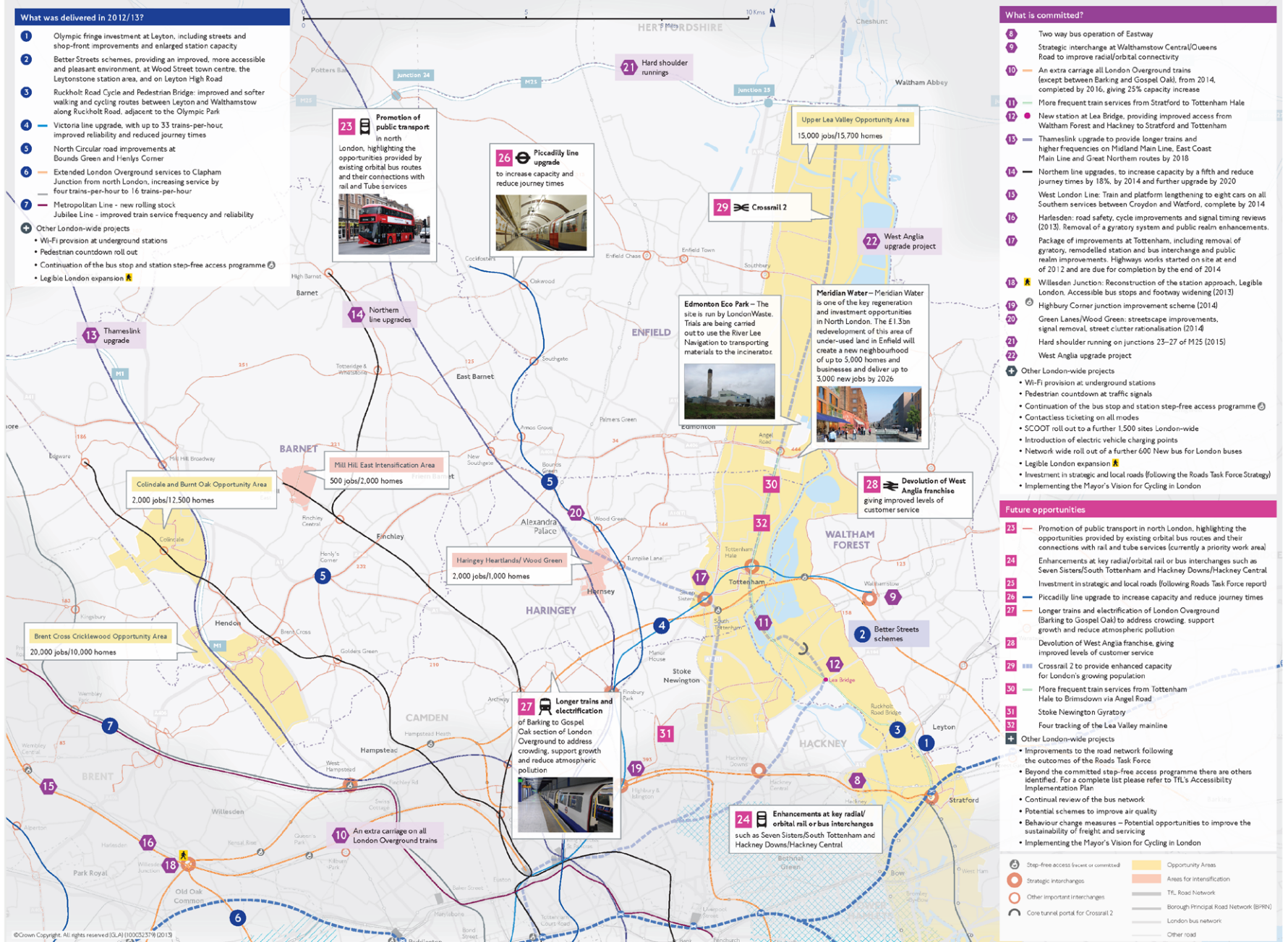
The north Sub-Regional Transport Plan 2012/13 update provides more detail on the implementation plan for sub-regional projects planned and committed until 2020.

Contacts

- Chairman:**
Alex Williams (alexwilliams@tl.gov.uk)
- Sub-regional partnership:**
Dominic Milnes (dominic.milnes@haringey.gov.uk)
- TL Strategic:**
Nina Tegen (nina.tegen@tl.gov.uk)
Charles Street (charlesstreet@tl.gov.uk)
- TL LIP Coordinator:**
Scott Lister (scott.lister@tl.gov.uk)
- TL Engagement:**
Peter Howarth (peter.howarth@tl.gov.uk)

What was delivered in 2012/13?

- Olympic fringe investment at Leyton, including streets and shop-front improvements and enlarged station capacity
 - Better Streets schemes, providing an improved, more accessible and pleasant environment, at Wood Street town centre, the Leytonstone station area, and on Leyton High Road
 - Ruckholt Road Cycle and Pedestrian Bridge: improved and softer walking and cycling routes between Leyton and Walthamstow along Ruckholt Road, adjacent to the Olympic Park
 - Victoria line upgrade, with up to 33 trains-per-hour, improved reliability and reduced journey times
 - North Circular road improvements at Bounds Green and Henlys Corner
 - Extended London Overground services to Clapham Junction from north London, increasing service by four trains-per-hour to 16 trains-per-hour
 - Metropolitan Line - new rolling stock
Jubilee Line - improved train service frequency and reliability
- Other London-wide projects
- Wi-Fi provision at underground stations
 - Pedestrian countdown roll out
 - Continuation of the bus stop and station step-free access programme
 - Legible London expansion



What is committed?

- Two way bus operation of Eastway
 - Strategic interchange at Walthamstow Central/Queens Road to improve radial/orbital connectivity
 - An extra carriage all London Overground trains (except between Barking and Gospel Oak), from 2014, completed by 2016, giving 25% capacity increase
 - More frequent train services from Stratford to Tottenham Hale
 - New station at Lea Bridge, providing improved access from Waltham Forest and Hackney to Stratford and Tottenham
 - Thameslink upgrade to provide longer trains and higher frequencies on Midland Main Line, East Coast Main Line and Great Northern routes by 2018
 - Northern line upgrades, to increase capacity by a fifth and reduce journey times by 18%, by 2014 and further upgrade by 2020
 - West London Line: Train and platform lengthening to eight cars on all Southern services between Croydon and Watford, complete by 2014
 - Harlesden: road safety, cycle improvements and signal timing reviews (2013). Removal of a gyratory system and public realm enhancements
 - Package of improvements at Tottenham, including removal of gyratory, remodelled station and bus interchange and public realm improvements. Highway works started on site at end of 2012 and are due for completion by the end of 2014
 - Willesden Junction: Reconstruction of the station approach, Legible London. Accessible bus stops and footway widening (2013)
 - Highbury Corner junction improvement scheme (2014)
 - Green Lanes/Wood Green: streetscape improvements, signal removal, street clutter rationalisation (2014)
 - Hard shoulder running on junctions 23-27 of M25 (2015)
 - West Anglia upgrade project
- Other London-wide projects
- Wi-Fi provision at underground stations
 - Pedestrian countdown at traffic signals
 - Continuation of the bus stop and station step-free access programme
 - Contactless ticketing on all modes
 - SCOOT roll out to a further 1,500 sites London-wide
 - Introduction of electric vehicle charging points
 - Network wide roll out of a further 600 New bus for London buses
 - Legible London expansion
 - Investment in strategic and local roads (following the Roads Task Force Strategy)
 - Implementing the Mayor's Vision for Cycling in London

Future opportunities

- Promotion of public transport in north London, highlighting the opportunities provided by existing orbital bus routes and their connections with rail and tube services (currently a priority work area)
 - Enhancements at key radial/orbital rail or bus interchanges such as Seven Sisters/South Tottenham and Hackney Downs/Hackney Central
 - Investment in strategic and local roads (following Roads Task Force report)
 - Piccadilly line upgrade to increase capacity and reduce journey times
 - Longer trains and electrification of London Overground (Barking to Gospel Oak) to address crowding, support growth and reduce atmospheric pollution
 - Devolution of West Anglia franchise, giving improved levels of customer service
 - Crossrail 2 to provide enhanced capacity for London's growing population
 - More frequent train services from Tottenham Hale to Brentwood via Angel Road
 - Stoke Newington Gyratory
 - Four tracking of the Lea Valley mainline
- Other London-wide projects
- Improvements to the road network following the outcomes of the Roads Task Force
 - Beyond the committed step-free access programme there are other identified. For a complete list please refer to TL's Accessibility Implementation Plan
 - Continual review of the bus network
 - Potential schemes to improve air quality
 - Behaviour change measures - Potential opportunities to improve the sustainability of freight and servicing
 - Implementing the Mayor's Vision for Cycling in London



Appendix C:

Published research and strategies, 2012/2013

Published research and strategies, 2012/2013

The table below lists publications from the past year that document recent travel behaviour data, trends and strategies:

Published Research and Strategies	Accessible from
Accessibility Implementation Plan, 2012	http://www.tfl.gov.uk/assets/downloads/
Casualties in Greater London during 2011/12	www.tfl.gov.uk/roadsafety
Collisions and casualties on London's roads 2011/12	www.tfl.gov.uk/roadsafety
Levels of collision risk in Greater London (Issue 13) , 2012	www.tfl.gov.uk/roadsafety
Logistics and Safety Summary Report, 2013	http://www.tfl.gov.uk/microsites/freight/documents/publications
Pedestrian fatalities in London, 2012	www.tfl.gov.uk/roadsafety
River Action Plan, 2013	
Safe Roads for London, TfL, 2013	www.tfl.gov.uk/roadsafety
Travel in London 5, TfL, 2012	http://www.tfl.gov.uk/corporate/about-tfl/publications
Towards the year 2010: monitoring casualties in Greater London (Issue 11), 2012	www.tfl.gov.uk/roadsafety
Leaving a transport legacy - Olympic and Paralympic Transport Legacy Action Plan, March 2012	http://www.london.gov.uk/priorities/transport/

Contact details

Policy & Strategy Unit
Transport for London
10th Floor,
Windsor House,
42-50 Victoria Street,
London,
SW1H 0TL

email: policyandstrategy@tfl.gov.uk

www.tfl.gov.uk

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