

South London

Sub-regional Transport Plan update report, 2012/13



Maps

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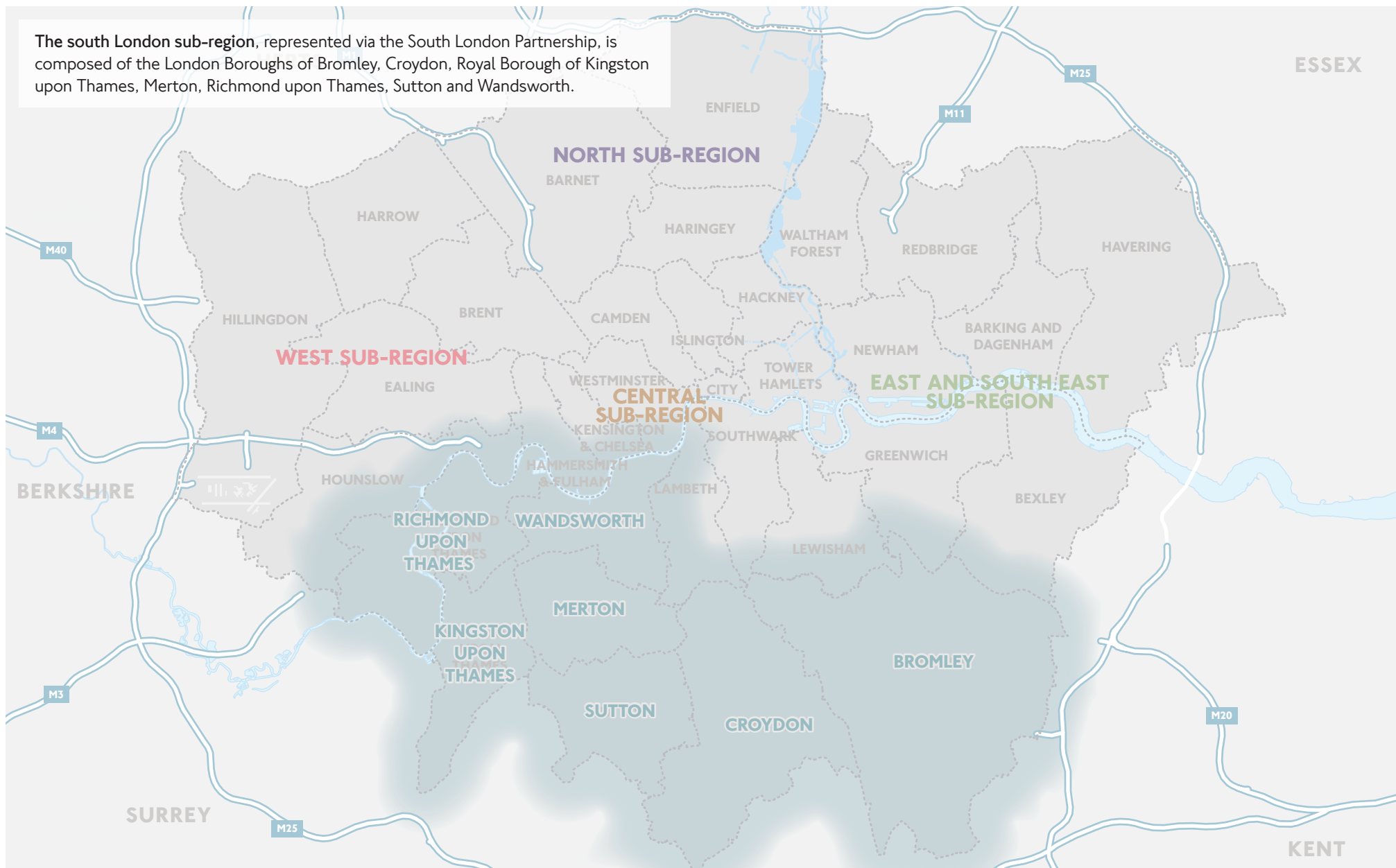
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The south London sub-region, represented via the South London Partnership, is composed of the London Boroughs of Bromley, Croydon, Royal Borough of Kingston upon Thames, Merton, Richmond upon Thames, Sutton and Wandsworth.



Foreword

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 2012 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), London Partnership, the seven core-boroughs in the south subregion and other key stakeholders. This is of course complementary to our day-to-day engagement.

The Sub-regional Transport Plan (SRTP) has been updated to showcase work in the south sub-region and to provide a short update on:

- » what has happened over the last 12 months
- » what is committed
- » what future opportunities exist to address the remaining challenges

This annual update will also help boroughs with the development of the 2014 / 15 Local Implementation Plan programmes. In addition, the updated plan will help TfL consider priorities for the business planning process to address the medium to longer term challenges.

The SRTP is accompanied by a map for the south sub-region 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 like to thank you for all the support and effort that has gone in to making the sub-regional collaboration such a success and I look forward to working with you over the coming year.



Sir Peter Hendy CBE
Transport
Commissioner

We welcome the opportunity to contribute to this update of the South London Sub-Regional Transport Plan. Since the first plan was adopted in 2010 we have seen considerable progress in delivering transport projects, both large and small, that have had a real impact on travel in South London.

It is clear to us that it is primarily delivered through a close working partnership, between TfL and the boroughs, as well as a wide range of key stakeholders such as operators, businesses, etc., that ensures we are improving accessibility and mobility in our sub-region. Our Transport Strategy Board is a real enabling body, lobbying for investment and making a case based on evidence, experience and local knowledge. Far from top down decision making this model of cooperative governance has proved remarkably successful in getting buy-in from a range of organisations and bodies.

Much still remains to be done, with the current projects as highlighted in this plan only partially reversing long periods of limited transport investment in south London. For every major project like Crossrail 2 there are local improvements that cost little and yet have wide sub-regional benefits.

Using this plan we will work closely with TfL and others to secure the agreement and funding necessary to take forward transport schemes which enable the economic growth of South London.



Bruce McDonald
Chair, South London Transport
Strategy Board

Working in partnership

The south sub-region holds regular Transport Strategy Board meetings to discuss progress towards addressing the transport challenges and opportunities in the area.

The meetings enable parties to share information, news and reports on upcoming projects and future policy development. The Transport Strategy Board is chaired by Bruce McDonald, Chief Executive of RB Kingston upon Thames.

The Board will continue to meet regularly with scheduled quarterly meetings to take place on:

- » 4th July 2013
- » 3rd October 2013
- » 23rd January 2014
- » 13th March 2014

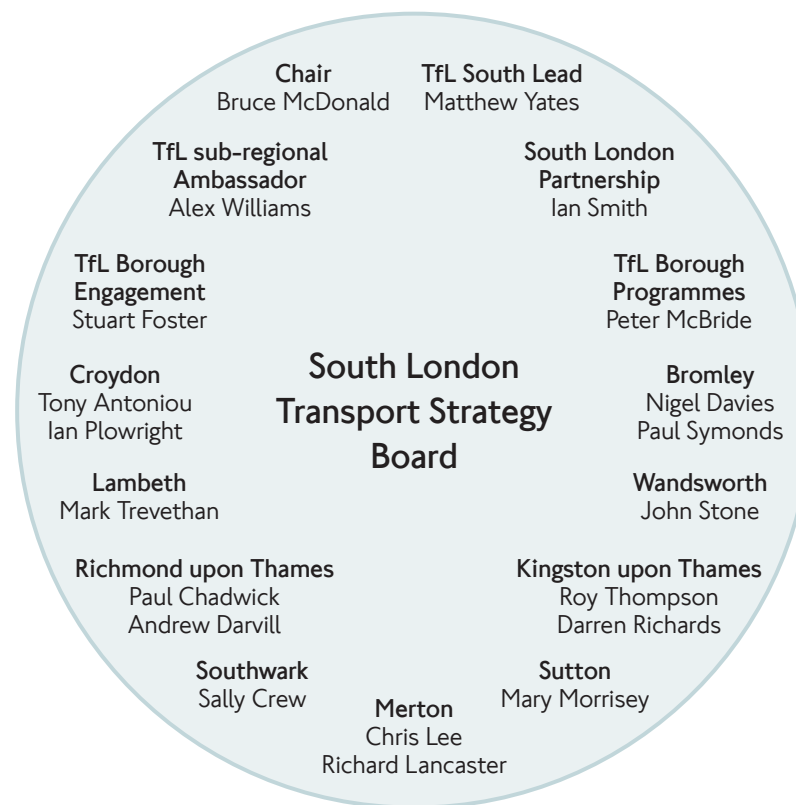
In addition to the Transport Strategy Board, four thematic groups covering the Road Network (including Freight), Tramlink, Sustainable Transport and Rail meet on a regular basis.

They have been particularly active in supporting TfL to implement the sub-regional priorities of the Board and the objectives set out in the Sub-Regional Transport Plan.

The work of the Board and the Thematic Groups has covered:

- » Crossrail 2
- » Roads Task Force
- » Network Rail Investment
- » Cycling Projects
- » Tramlink extensions
- » DLR extension
- » Wimbledon Loop Line

Board members:



Travel in south London

Across the sub-region, 45 per cent of trips are made by private car, 20 per cent by public transport, 31 per cent are walked and three per cent are taken by bicycle. In terms of public transport 12 per cent travel by bus, six per cent by rail and two per cent by London Underground.

With the forecast increase in employment and population, the total number of trips originating in Greater London is expected to increase by around 25 per cent by 2031. Greater pressure on South London's transport infrastructure requiring continued future investment and planning.

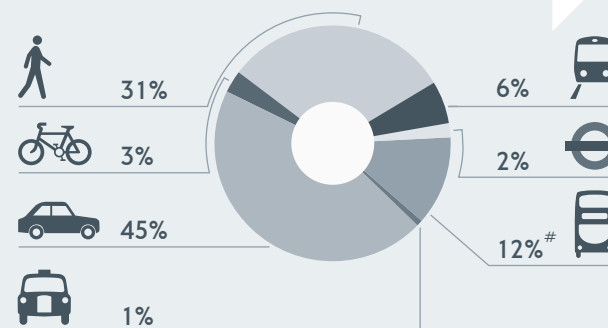
Air quality and carbon dioxide (CO₂) emissions remain a concern across the Capital and it is widely accepted there is a need to transform the role that cycling plays in the everyday movement of Londoners to make London a more 'liveable' city. South London has great cycling potential that could support the aims and targets set out in the MTS. The Board will be continuing to work with TfL to explore the opportunities for promoting cycling as a commuting and leisure activity.



Modal share (average day/seven-day week), London Travel Demand Survey 2011/12

There was a 9 per cent increase in cycle flows on the TLRN major road network in 2012

By the end of 2012, London Overground carried 120 million passengers - nearly four times the number carried when it launched in 2007



Volumes of vehicles on London's road network are continuing to fall

70% of bus stops within the south sub-region are fully accessible*

* Mode share shown is for bus and tram trips due to how the statistics are collected.

[#] Bus statistic includes 28million tram trips that take place each year on the tram network.

Addressing the challenges

When the South 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 which 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, four challenges were identified and agreed for the south sub-region, which need to be addressed and remain of critical importance to the sub-regional work.





On an individual basis, each south 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

South London-specific challenges

-  Reduce public transport crowding
-  Improve access to, from and within key places
-  Improve connectivity (along identified corridors)
-  Reduce Highway congestion

What are the priority work areas?

- Implement the South London Cycling Charter and develop options for enhancing cycling across the South London  
- Tramlink: development of options for proposed extensions and exploring funding opportunities   
- Rail: exploration of opportunities to improve rail services including devolution and Crossrail 2  
- Freight: supporting improved freight efficiency through measures such as consolidation  
- Investing in area, corridor and junction studies to address challenges on the road network  

Supporting growth areas and regeneration

Accommodating future growth is a key challenge for all sub-regions and, while the growth forecast by the London Plan for south London was not as high as in other regions, the results of the 2011 census have shown the sub-region to be growing faster than expected.

The newly updated census figures shed new light on the distribution of growth across the London sub-regions. The population projections underpinning the London Plan and MTS suggested that between 2011 and 2031 the region's population would grow by eight per cent. In fact, the census results showed that significant growth has already taken

place, and the sub-region can expect to meet the need to accommodate more residents than previously forecast.

London as a whole was home to more than 8.2 million residents in 2012, with around one-fifth of the population living within the core south London boroughs. Around 1.7 million people live in the core boroughs and this is forecast to grow to 1.9 million by 2031.

There are currently more than 600,000 jobs in the sub-region, with further growth in employment of five per cent forecast by 2031.

A proportion of the growth in the south sub-region is projected to be within the identified two opportunity areas – Croydon, and Vauxhall, Battersea and Nine Elms, and one area for intensification - Colliers Wood and South Wimbledon Area.

Vauxhall, Battersea and Nine Elms

In March 2012, the Mayor adopted the planning framework for the Vauxhall, Battersea and Nine Elms Opportunity Area, produced in collaboration with Lambeth and Wandsworth Councils, TfL and English Heritage.

The framework sets out an ambition for around 16,000 new homes and a range of 20,000 – 25,000 jobs. Various proposals already have planning permission or are in the planning process. A strategy board comprising representatives from the GLA, Lambeth and Wandsworth Councils and other stakeholders has been established to guide development in the area.

TfL has now submitted a TWAO application for the Northern Line Extension to Battersea.

Croydon

In January 2013, the Mayor adopted the planning framework for the Croydon Opportunity Area Planning Framework (OAPF) prepared in collaboration between the GLA, Croydon Council and TfL, with other stakeholders including the Croydon Business Improvement District (BID), Local Enterprise Partnership (LEP) forum, NHS, Academies & school partnerships, Homes and Community Agency (HCA), and private sector.



London Plan projections for south London sub-region



Population
1.7m

1.9m by 2031



Jobs
606,000

636,000 by 2031



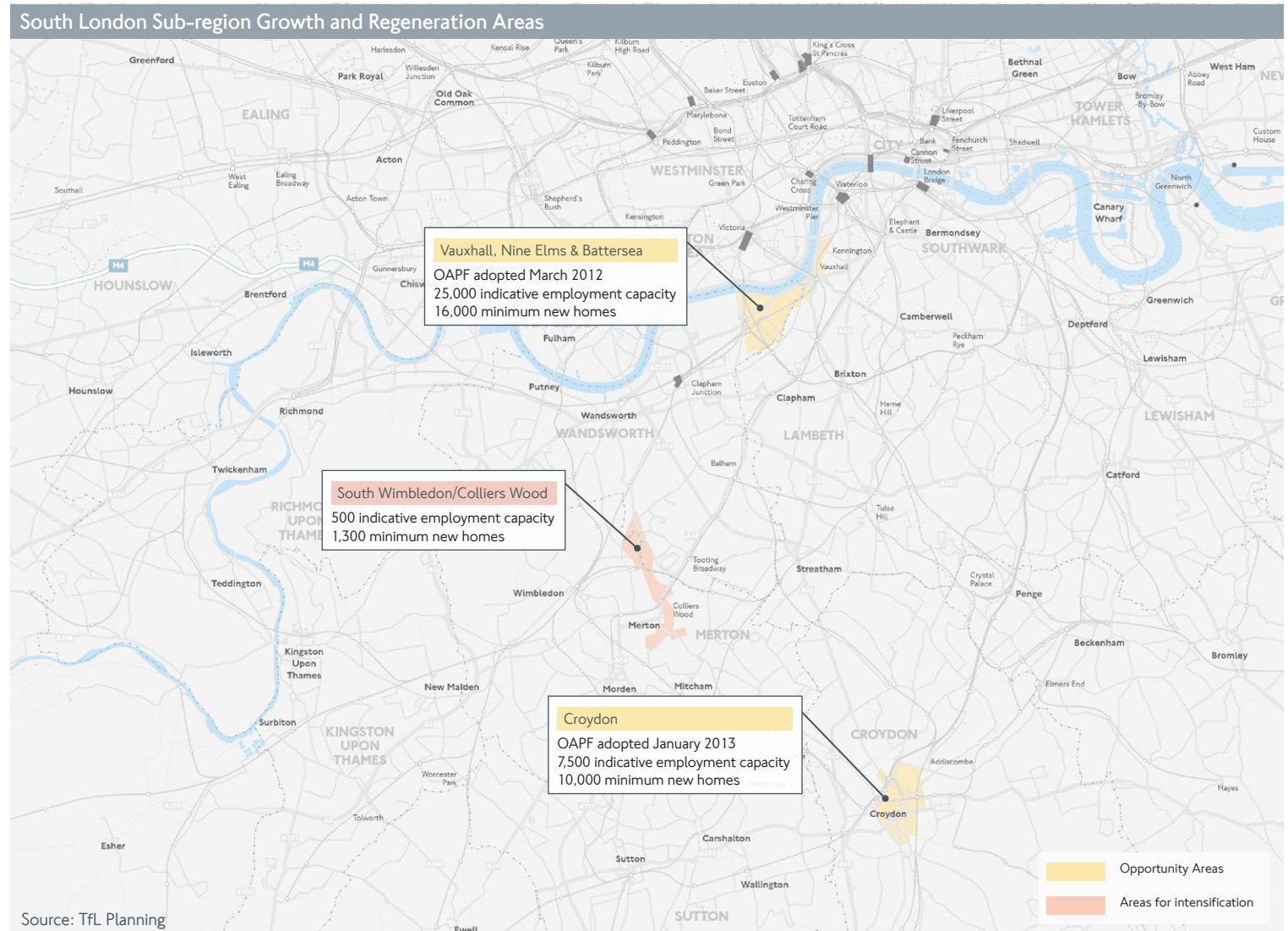
Households
724,000

808,000 by 2031

Supporting growth areas and regeneration

The framework sets out ambitious plans over the next 20 years to support the development of 7,300 new homes and 17,000 residents, with the necessary infrastructure for the new residents. Further plans include promoting the redevelopment and renewal of the retail core and support new and refurbished commercial space, particularly in New Town and East Croydon.

While these areas will bring particular challenges, there is also a wider challenge for the south sub-region in accommodating more widely distributed growth. With comparatively few identified growth sites relative to other sub-regions, understanding the different implications of growth for the south sub-region will be necessary.



Updated Growth Forecasts

The GLA population projections form the basis of the Mayor’s strategies, being a key input to the London Plan and the MTS, together with related modelling and analysis.

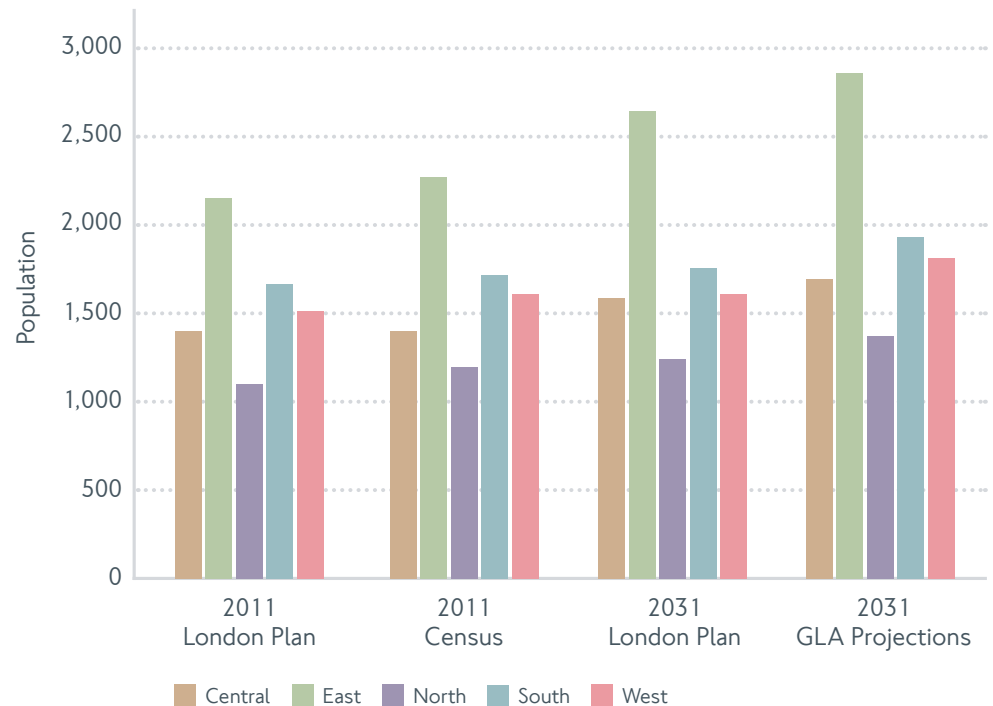
The 2011 London Plan estimated that London’s population would reach 7.8 million by 2011. However, recent population projections taken from the 2011 Census shed new light on the distribution of growth across the sub-regions, with the population now estimated to be more than 8.2 million.

The population estimates over the past decade were based on the 2001 Census, with the population being estimated every year by adding births, subtracting deaths, and adding in any net international migration that had

taken place since 2001. The latest figures are based on the 2011 Census, which provides a more accurate population estimate than the annual mid-year estimates.

The updated figures show that population growth in the south sub-region between 2011 and 2031 is even greater than the previous projections underlying the London Plan with 205,000 people, which represents 14% of the overall growth in London.

Growth Projections in London 2011 and 2031



Supporting growth areas and regeneration

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:

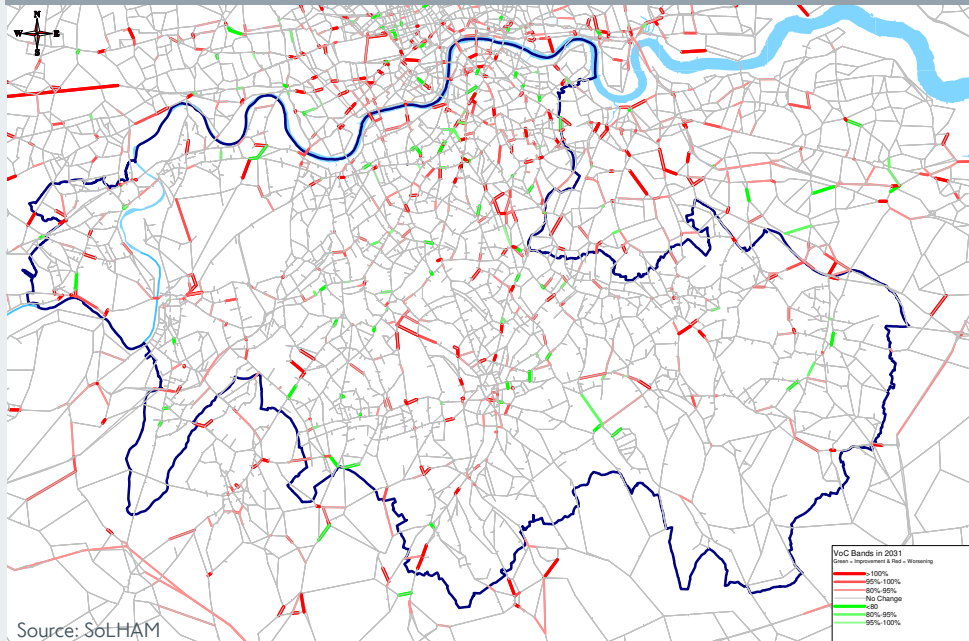
- » Demand modelling, primarily through London Transportation Studies Model, London Land Use Transport Interaction Model and the London Regional Demand Model

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

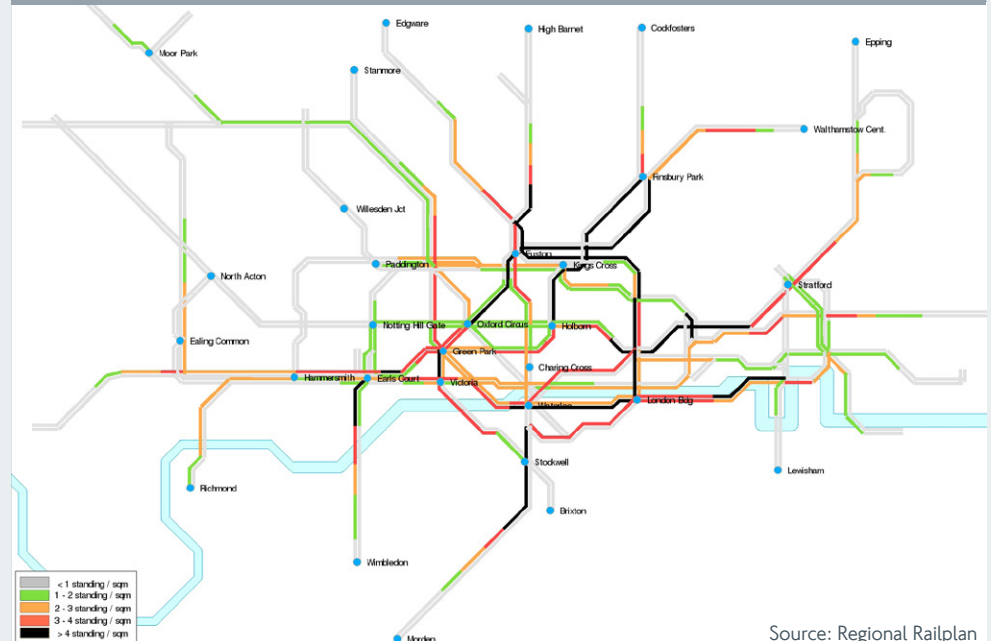
For more information please contact:
Alison Cowie, alisoncowie@tfl.gov.uk

For example, in 2012 uses have included analysis for Croydon Opportunity Area Planning Framework (OAPF).

Change in Volume over Capacity between 2009 and 2031 in the morning peak



Crowding on the London Underground and DLR network in the morning peak for 2013



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.

The south sub-region hosted tennis at Wimbledon and the Cycling Road Race as well as accommodating international athletes, with Team Brazil based at Crystal Palace and teams from South Africa, China and Ireland based in Twickenham.

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

Improving air quality remains as a challenge across the sub-regions, with further action required to reduce emissions. There are a number of hotspots where air quality is a particular problem, such as Putney High Street, where TfL and LB Wandsworth are taking measures to address the issue.

Low Emission Zone

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

From 2015, all TfL buses will be required to meet a Euro IV standard for nitrogen oxides (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 (20 per cent of the fleet). The deployment of new hybrid buses will be targeted along air quality focus areas. The Mayor has also announced his ambition for all TfL buses operating in central London to be hybrid by 2020 (approximately 30 per cent of the fleet).



In 2012, the New Bus for London prototype was trialled along route 38. This is one of the most environmentally friendly vehicles of its kind, emitting half the NO_x and CO₂ compared to conventional diesel buses.

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

- » Bus diesel particulates filters which provide a long term benefit as buses are in service for a minimum of three years
- » Dust suppressants at waste/construction sites
- » 'No idling' marshals as 'no engine idling' provides a short term tangible emission reduction benefit
- » Green infrastructure has local air quality and wider benefits

Clean Air Fund 2

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

Measures include:

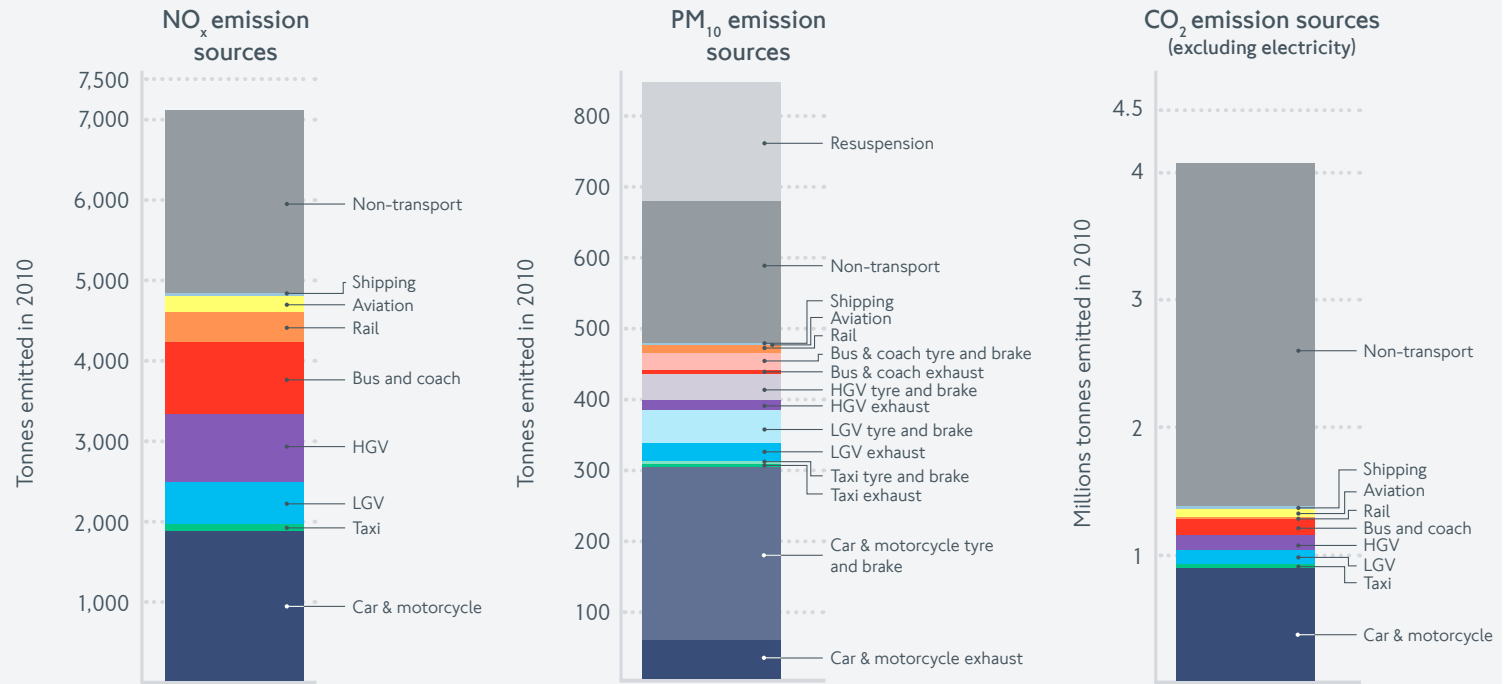
- » Clean Air Zones at schools
- » Business engagement
- » Green infrastructure
- » Clean Air ‘champions’ scheme

Mayor’s Air Quality Fund

From spring 2013, a new fund totalling £6m over three years and £20m 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.



South: NO_x emissions (tonnes)

2008	2010	change
8,507	7,106	-16%

South: PM₁₀ emissions (tonnes)

2008	2010	change
912	850	-7%

South: CO₂ emissions (tonnes)

2008	2010	change
4,434,629	4,111,907	-7%

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% of all passenger trips and 90% 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.

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

The Roads Task Force has sought views from and worked with a comprehensive range of stakeholders, including South London Partnership and the south London boroughs. This collaboration will continue as the strategy is finalised and in the ongoing programme of work resulting from it.

The south sub-region has the highest private car mode share of any of the sub-regions, and as the most car-reliant sub-region stands to benefit from the approach that will be set out by the Roads Task Force.

Road Safety

Recent years have seen substantial and sustained reductions in the number of casualties from road traffic collisions in London. Road safety has improved, with the number of fatalities and serious injuries falling 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 KSIs from road traffic collisions fell by 3% in 2011

compared to 2010 (from 2,886 to 2,805 – see 'Casualties in Greater London during 2011 Factsheet': <http://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% 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.

Bus stop accessibility programme

To date 70 per cent of bus stops are fully accessible London-wide, and within the south 70 per cent are also accessible. Kingston has the highest percentage of accessible bus stops with 98 per cent, followed by Sutton (93 per cent), Wandsworth (81 per cent), Merton (79 per cent), Richmond (64 per cent), Bromley (58 per cent) and Croydon (57 per cent).

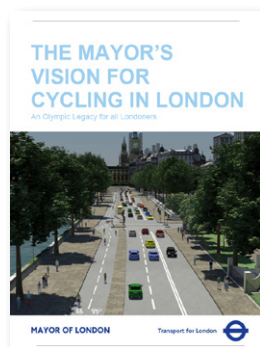


Transforming the role of cycling

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 the bike
- » Safer streets for the bike
- » 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>



Transforming the role of cycling

Safer streets for the bike

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

Cycle theft will be tackled through a joint initiative between TfL and policing partners. The Metropolitan Police's (MPS) 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. There will be 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 Cycle Safety Action Plan 2 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 is 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.

Over 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 were involved with large commercial vehicles.

The 'Exchanging Places' events run by the MPS 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 Logistics and 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.

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.

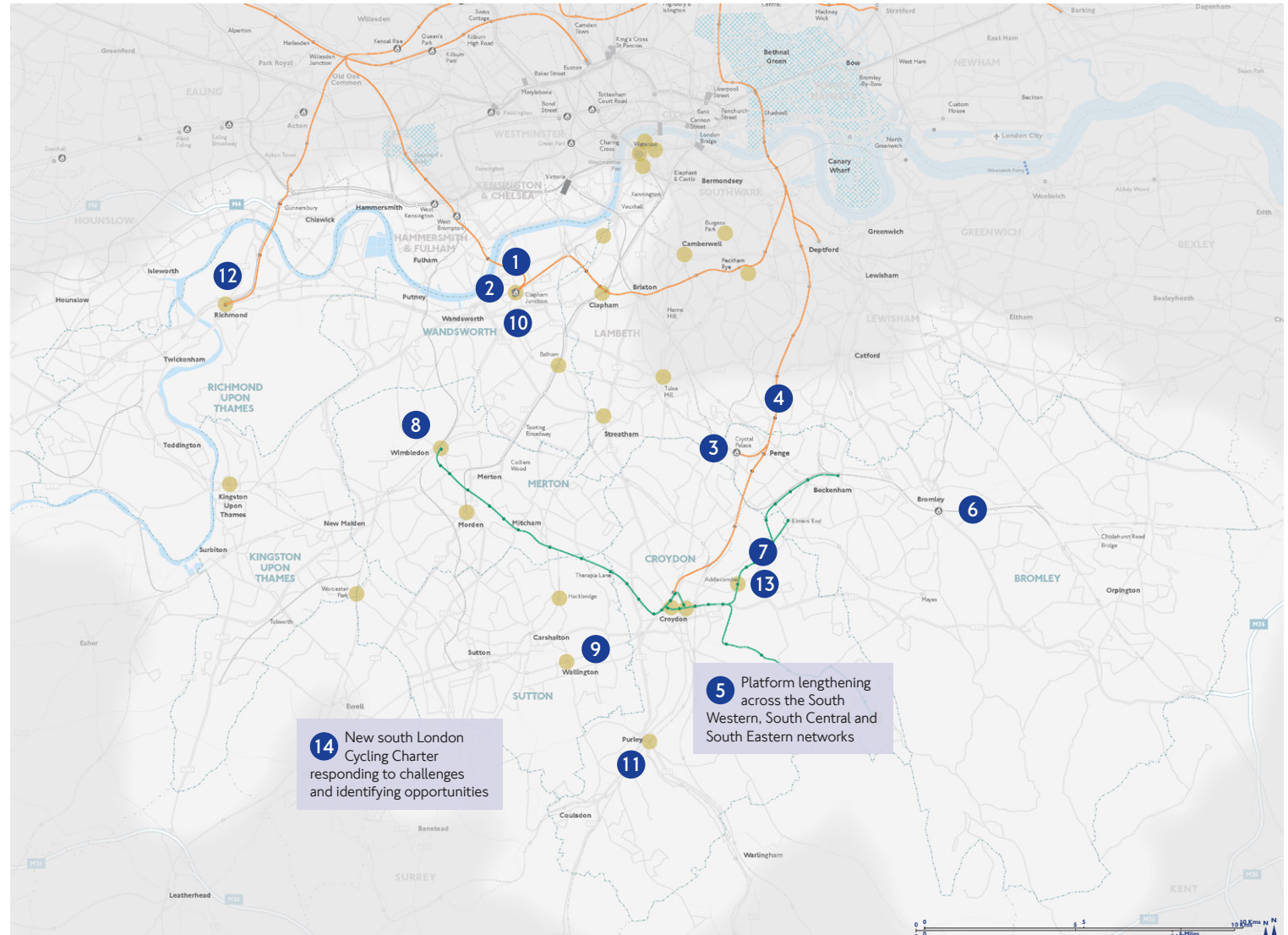
The recommendations of the forthcoming Safeguarded Wharves Implementation Report will be designed to ensure a viable series of wharves exists to enable east-west movement across London, enabling mode shift from road.

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 others to maximise the opportunities for modal shift during the construction process and operational life.











Addressing the sub-regional priorities in 2012/13

This chapter discusses the transport projects that have been planned, implemented or piloted within 2012/13 in south London.



What was delivered in 2012/13?

- 1  London Overground: Extension to Clapham Junction completed
- 2  Refurbished and remodelled Grant Road ticket hall including step-free access
- 3  Refurbishment of Crystal Palace station, with step-free access complete
- 4  National Rail: Introduction of 10-car trains on the Sydenham corridor
- 5 Platform lengthening at various stations across the South Western, South Central and South Eastern networks to facilitate longer trains
- 6  Step-free access at Bromley South
- 7  New trams to enhance frequencies between Elmers End and Therapia Lane
- 8 Wimbledon: town centre and station forecourt improvements
- 9 Wallington: town centre improvements
- 10 Clapham Junction including Brighton Yard: revisions to traffic arrangements to reduce traffic dominance and significant uplift in public realm including a new entrance to the station via Brighton Yard
- 11 Purley: town centre improvements
- 12 Richmond: town centre improvement, rationalisation of traffic arrangements and significant uplift in public realm
- 13 Addiscombe public realm measures
- 14 New south London Cycling Charter responding to challenges and identifying opportunities
- + 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 

Schemes delivered throughout 2012/13 include:

London Overground

The London Overground orbital railway around the Capital has been completed with an extension of the network from Surrey Quays to Clapham Junction, with new services running between Highbury & Islington and Clapham Junction via Peckham Rye. Over one million passengers used the extension within one month of it opening.

Tramlink

Tramlink Line 4 opened in June 2012, making use of four new trams (one of which was purchased by the London Borough of Croydon). Line 4 operates between Elmers End and Therapia Lane on one of the most crowded sections of the network through Croydon town centre. In addition, double tracking between Mitcham and Mitcham Junction was completed in June 2012 to improve operational resilience on the Wimbledon branch.

National Rail

Works to improve south London's rail network continued, with 10-car trains introduced on the Sydenham corridor and on-going works taking place as part of the Thameslink programme.

A number of improvements were completed at Clapham Junction. The refurbished Grant Road ticket hall opened, and revisions to traffic arrangements were made around the new station entrance at Brighton Yard to reduce traffic dominance and improve public realm.

New station concourses were completed at Earlsfield and Wandsworth Town.

Step-free access programme

During 2012/13 the station step-free access programme continued, including upgrades at Clapham Junction, Crystal Palace, Earlsfield, Balham and Bromley South.

Addressing the sub-regional priorities in 2012/13

WiFi provision at stations

WiFi is now at a number of stations across the Underground network, including in ticket halls, corridors and platforms.

The roll out of WiFi technology across the platforms and public areas of the stations allows customers to use mobile devices to pick up their emails, access social media sites and access real-time information at their fingertips.

Within the south sub-region, Wifi has been installed at: Balham, Clapham Common, Clapham North, Southfields, Wimbledon Park, Colliers Wood, Tooting Broadway, Tooting Bec and South Wimbledon.

Town centre and urban realm improvements

LIP Major Scheme funding was used to deliver improvements in Wimbledon Town Centre, creating a pedestrianised public space at Wimbledon station forecourt, upgraded crossing facilities at the Alexandra Rd/Wimbledon Hill junction, rationalised and

improved bus stopping arrangements as well as wider footways, new lighting, street furniture and trees, extensive cycle parking, improved taxi interchange and de-cluttering.

LIP Major Scheme funding also enabled the delivery of improvements at Richmond Town Centre, with re-aligned crossings, localised footway widening, improved lighting, a new station forecourt and paving.

Other town centre improvements were delivered at Wallington and Purley, and measures to improve the street environment at Addiscombe.

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 percent. 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.

Contactless ticketing

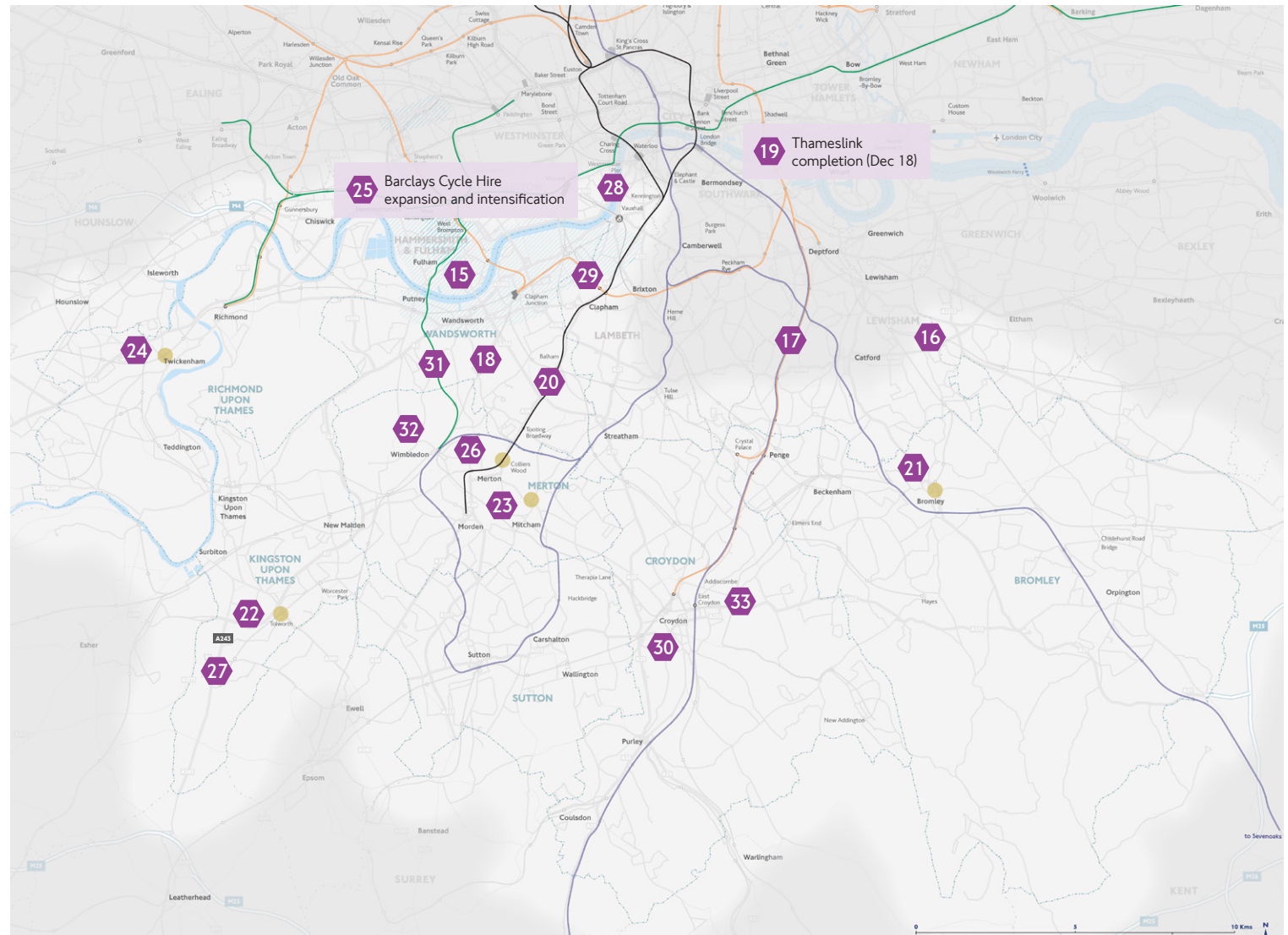
Contactless payment systems is an innovation for London's ticketing system which leads the way internationally. During 2012 contactless payment systems were provided on London buses providing customers which provide a convenient payment method and more payment choices.



Investing to improve south London from 2013/14









- schemes with committed funding

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



Investing to improve south London from 2013/14

What is committed?

- 15 West London Line: Train and platform lengthening to eight cars on between Croydon and Watford/Milton Keynes
- 16 South Eastern: Additional trains creating 13% extra capacity
- 17 South Central: Brighton main line Peak only: 14% more capacity
- 18 South Western: mainline: around 10% additional capacity
- 19  Thameslink: Completion of Thameslink Programme
- 20  Upgrade of Northern line
- 21 Bromley North Village: public realm improvements and town centre regeneration
- 22 Tolworth Broadway scheme
- 23 Mitcham Town Centre: building on LB Merton's Regeneration Delivery Plan
- 24 Twickenham Town Centre: public realm and town centre improvements
- 25  Barclays Cycle Hire expansion and intensification
- 26 Colliers Wood Junction improvements
- 27 A243 Leatherhead Road / Malden Rushette Major scheme
- 28  Vauxhall station to be step-free
- 29  Train lengthening to 5 cars on London Overground services
- 30 Resolve conflicts at A23 Fiveways junction
- 31  District Line upgrade
- 32 Improvements to station, rolling stock and infrastructure
- 33 New bridge and entrance at East Croydon to improve congestion relief
- + 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
 - 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
 - Implementing the Mayor's Vision for Cycling in London

Northern line extension (NLE)

This project would extend the Northern line (Charing Cross branch) from Kennington to Battersea, putting in two new stations at Nine Elms and Battersea Power Station.

In his Autumn Statement 2012, the Chancellor announced that the Government will allow the public sector to borrow up to £1bn to finance the NLE. This builds on the commitment in the previous year's statement which indicated that the Government would consider setting up an enterprise zone for the collection of business rates to help to pay for the extension.

An application for a Transport and Works Act Order was submitted in April 2013. This involved TfL revisiting the scheme design and making improvements, reflecting comments made in public consultations.

The NLE would enable access to the Tube for thousands more passengers and bring a range of benefits:

- » Cutting journey times from that part of London to the West End and the City to around 15 minutes
- » Reduced pressure on Vauxhall station
- » Relief to existing Northern line services south of Kennington
- » Wider access to leisure and employment opportunities for local people
- » Facilitate high density commercial development at Battersea Power Station

Northern Line planned upgrade

The upgrade remains to programme to hit the DfT milestone of 28 tph frequencies in the central section of the line by December 2014. The new signalling has been installed across the line and modifications made to the train fleet. Train Operators have received training on driving in Automatic Train Operations (ATO). All this enables migration to ATO to begin on the first section of line (the High Barnet to West Finchley) from late February onwards. Should

testing go well, migration of other line sections can happen sooner. The new control centre at Highgate has also been commissioned and will host line control (currently at Cobourg Street alongside Euston) from the point of migration on the first section mentioned above.

London Overground

TfL has announced a programme to introduce five-car trains on London Overground to 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 extra 57 carriages, with the first longer trains on the East London Line operating by the end of 2014 and on the West London Line by the end of 2015.

Network Rail is also delivering train and platform lengthening to eight cars on all South Central services between Croydon and Watford/Milton Keynes on the West London Line, to be completed by the end of 2014.

Tramlink

Enhancements to the existing Tramlink network are funded in the TfL Business Plan with £30m allocated for an additional platform at Wimbledon station, double tracking between Phipps Bridge and Mitcham, and new trams. This will enable the new Line 4 service to be extended to Wimbledon, providing additional capacity on this crowded section of the network.

National Rail network

A range of improvements will be delivered across south London's rail network, including:

- » A 13 per cent increase in capacity on the Southeastern network through additional trains
- » A 14 per cent increase in capacity at peak times through train lengthening on the Brighton Main Line
- » A 10 per cent increase in capacity at peak times through train lengthening on the South Western network

- » Completion of the Thameslink Programme to December 2018. Following successful lobbying, Wimbledon Loop Line trains will now continue to operate north of Blackfriars.
- » Works at Putney and East Croydon stations to improve accessibility and the quality of the station

Town centre Improvements

LIP Major Schemes funding will contribute to the delivery of a number of projects. The Connected Croydon - East Croydon Interchange; Sutton Station Gateway; Mitcham Town Centre; and Twickenham Town Centre schemes are all at the design stage. The Major

Scheme to address severance, safety and access issues in the Town Centre at Tolworth Broadway will be completed later in 2013.

A range of improvements will be delivered at some of south London's town centres, including Bromley North Village public realm improvements.

Barclays Cycle Hire

An expansion to southwest London, including Wandsworth and Lambeth will result in more than 2,000 new bicycles and around 5,000 additional docking points.








The extension will be launched in late 2013, with all docking stations to be expected in place by spring 2014.

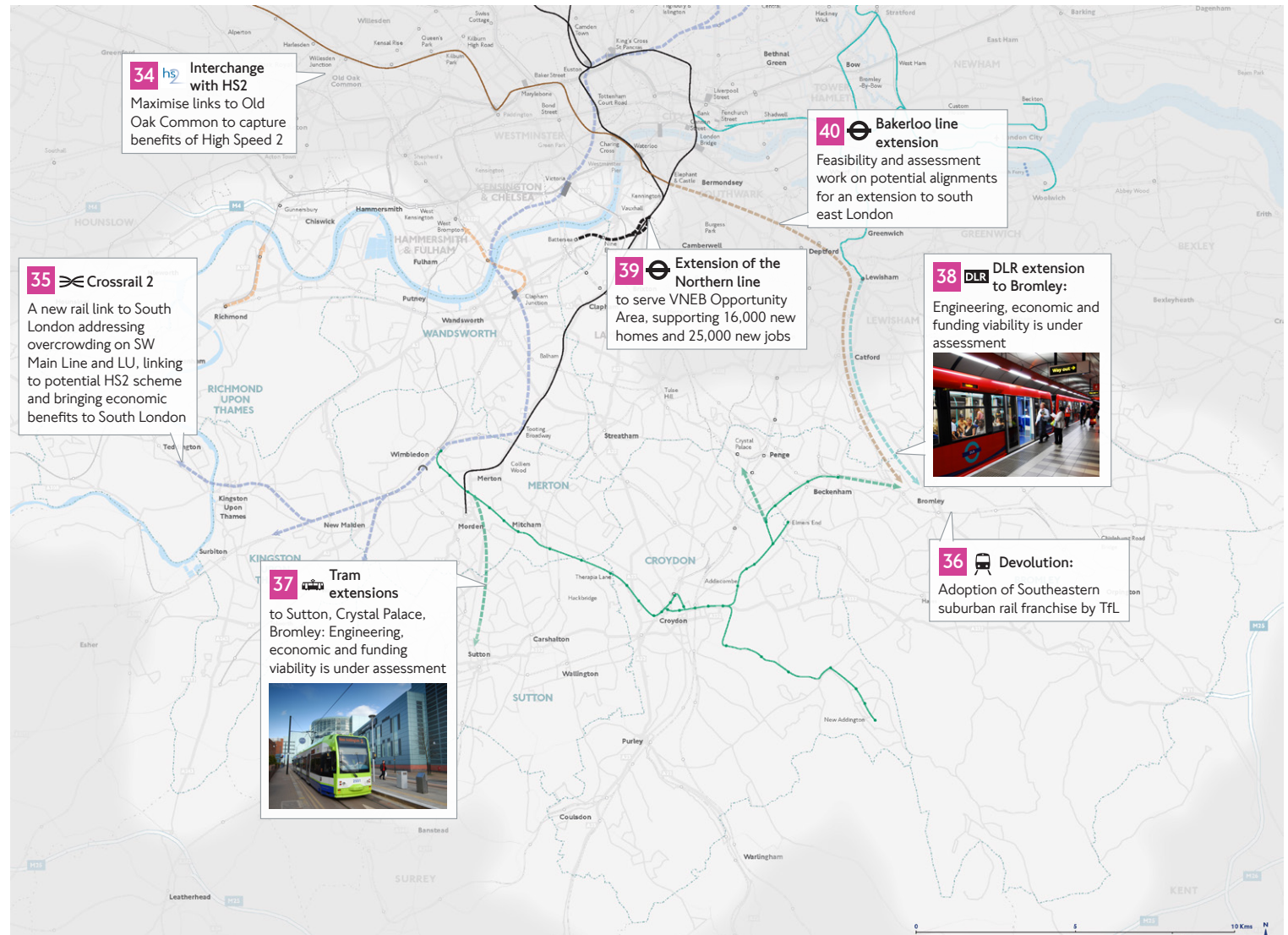


Future opportunities

Many challenges in south London will still remain after the committed initiatives set out in the 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 south London and more widely for London as a whole.

Future opportunities

- 34**  Maximise links to Old Oak Common
- 35**  Crossrail 2
- 36**  Devolution: Adoption of Southeastern suburban rail franchise by TfL
- 37**  Tram extensions to Sutton, Crystal Palace and Bromley
- 38**  DLR extension to Bromley
- 39**  Extension of the Northern line to serve Vauxhall/Nine Elms/Battersea Opportunity Area
- 40**  Bakerloo line extension
- +** Other London-wide projects
 - Improvements to the road network following the outcomes of the Road 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

An engineering feasibility study has proven that two options considered for Crossrail 2 – a metro scheme from Wimbledon to Alexandra Palace and a wider regional scheme – are feasible.

London First launched the report Crossrail 2: Supporting London's Growth in February 2013, giving public backing for the scheme from London's business community.

Public consultation is underway, running from 14 May to 2 August. This will inform option refinement, leading to a preferred option and

updating of the scheme safeguarding toward the end of 2013.

Both options for the scheme would provide a new rail link into south London and serve parts of Wandsworth and Merton. The regional scheme would also serve Kingston upon Thames and Richmond upon Thames. They would also provide significant crowding relief to the Victoria line north from Vauxhall, and the Northern line from north of Tooting Broadway. The scheme would bring enhanced journey times to the West End and north London from the parts of south London that they serve.



Bakerloo line extension

TfL is currently working with south London boroughs on the case for an extension of the Bakerloo line from its current terminus at Elephant & Castle to south London. The extension has the potential to reduce journey times, improve connectivity and provide congestion relief to a wide area of southeast London.

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.

South London Partnership has commissioned research into the potential benefits of access to HS2 from south London via the proposed interchange at Old Oak Common. The study, funded through

the sub-regional programme, will explore the wider economic benefits of improved interchange at Old Oak Common that could be captured within south London.

Likely benefits include increased productivity for existing businesses, more opportunities for south London's workforce, stimulation of further development within the sub-region and regeneration. The report will set out what investment will be necessary to ensure that the potential benefits of HS2 for south London are maximised.

Tramlink extensions

TfL has been developing a Tramlink strategy which is currently being finalised having been shared with the boroughs. In addition to the committed measures being taken to maximise the performance of the existing network, the strategy prioritises three extensions: to Crystal Palace, Wimbledon to Sutton via Morden, and Beckenham Junction to Bromley.

Future opportunities

TfL is undertaking a feasibility study into the potential extension to Sutton to bring it up to the same level of project development as the Crystal Palace extension. This will enable the projects to be assessed on a comparable basis in future funding rounds.

For both the Crystal Palace and Sutton extensions, work is underway to assess need and development potential along the proposed routes. It is clear that in the current economic climate, any large transport infrastructure project must demonstrate a significant uplift in jobs, homes or other development to prove viable. This piece of work will determine the level of uplift possible along each of the proposed extensions, and examine ways of drawing on this development gain to contribute towards the cost of constructing the extensions.

Docklands Light Railway

Pre-feasibility work has been carried out on options for improving connectivity between Bromley

and Canary Wharf. Work has been commissioned to assess the development potential of this part of south London, identify planning scenarios which could be possible with and without this additional infrastructure, and identify means of funding an extension if it is found to be viable in terms of enabling development.

A programme of work involving TfL and the London Boroughs of Lewisham and Bromley is underway, and will explore potential avenues for funding the scheme through capturing uplift in land value.

National Rail and rail devolution

The Mayor's Rail Vision proposes further devolution of control over various suburban rail services in the London area to TfL. Within the south sub-region, investment in this would be focused on the Southeastern routes operating within the Capital and would provide the opportunity to enhance train service reliability; improve station ambience and facilities; have

more visible staff on trains and at stations; extend the availability of Oyster ticketing; and improve Southeastern train services to provide enhanced off-peak services.

Other potential opportunities include expansion to 12 car trains and further improvements to Clapham Junction station to create a major sub-regional hub.



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 central sub-region included Tooting Broadway, Kingston town centre and Wellesly Road, Croydon.

The recommendations of the Road Task Force will apply not only to the case study sites, but across the network more generally.

Transforming the role of cycling

The South London Cycling Charter was agreed by the Board in December 2012.

This high level document supporting the Mayor's Transport Strategy cycling targets and the Vision for Cycling in London, as well as supporting the South London Sub-Regional Transport Plan and the Prospectus for South London.

The Charter sets out possible incentives, such as infrastructure, targeting certain socio-economic groups and seeking to secure resources, particularly from the £900m allocated for cycling in the recent TfL Business Plan for the next 10 years.

The Charter aims to promote the investment benefits of cycling across South London and so encourage positive change in the levels of cycling. A map in document highlights potential schemes that could be implemented.

Addressing the sub-regional priorities in 2013/14

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

2013/14 draft priority work areas

- Following the development of the South London Cycling Charter, TfL and South London boroughs will work together to deliver successful new measures to encourage more cycling across South London to work towards achieving the Mayor's cycling mode share target.
- Studies to explore the engineering, economic and funding viability of extensions of the Tramlink network to Sutton and Crystal Palace and of the DLR network to Bromley
- Building the case for links between the south sub-region and an interchange with High Speed 2 at Old Oak Common
- Development of Crossrail 2, including responding to the public consultation on the scheme

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 south 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, BIDs and other third

parties is critical to securing match funding and to maximise delivery.

Potential funding sources for future match funding may include:

- » TfL LIP programme
- » TfL sub-regional pilot funding
- » Local Authority EMAS and Procurement (LEAP) European funding
- » Borough funding
- » BID funding
- » Clean Air Fund 2
- » Road Strategy
- » S106
- » Community Infrastructure Levy
- » Enterprise Zone – Business Rate retention



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)
Bromley	2,771	785	100	2,000	5,656
Croydon	3,098	926	100	3,286	7,410
Kingston	1,513	558	100	1,385	3,556
Merton	1,739	573	100	300	2,712
Richmond	1,901	969	100	100	3,070
Sutton	1,516	181	100	740	2,537
Wandsworth	2,783	421	100	500	3,804

Appendix A:

South London Sub-regional Implementation Summary

South London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
London Overground: Extension to Clapham Junction		●		
Refurbished of stations (e.g. Crystal Palace Station & Grant Road ticket hall, both with step free access)		●		
National Rail: Introduction of 10-car trains on the Sydenham corridor		●		
Platform lengthening at various stations across the South Western, South Central and South Eastern networks to facilitate longer trains in due course		●		
New trams to enhance frequencies between Elmers End and Therapia Lane		●		
LIP and TfL Major Schemes (e.g. Wimbledon town centre & station forecourt improvements; Wallington; Purley; Richmond; and Addiscombe delivered, and commitment to Bromley North Village; Tolworth Broadway; Mitcham; and Twickenham)		●	●	
Clapham Junction including Brighton Yard: revisions to traffic arrangements to reduce traffic dominance and significant uplift in public realm including a new entrance to the station via Brighton Yard		●		
WiFi provision at underground stations		●	●	
Pedestrian countdown roll out		●	●	
Continuation of the bus stop and station step-free access programme		●	●	●
Legible London expansion		●	●	
West London Line: Train and platform lengthening to 8 cars on between Croydon and Watford			●	
South Eastern: Additional trains creating 13% extra capacity				
South Central: Brighton main line (BML) Peak only: 14% more capacity through train lengthening			●	
South Western: Main Line: Peak only: Around 10% additional capacity by lengthening more peak services			●	
Thameslink: Completion of Thameslink Programme itself by December 2018			●	
Upgrade of Northern Line to deliver increased frequency			●	

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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

South London-specific challenges

- Reduce public transport crowding
- Improve access to, from and within key places
- Improve connectivity (along identified corridors)
- Reduce Highway congestion

● Delivered ● Committed ● Opportunity

South London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
Barclays Cycle Hire expansion and intensification: Site identification work is underway to extend the scheme to parts of Wandsworth and Lambeth			●	
Major junction improvements (e.g. Colliers Wood; A243 Leatherhead Road / Malden Rushette, and A23 Fiveways)			●	
Train lengthening to five cars on London Overground services			●	
District Line upgrade			●	
Improvements to station, rolling stock and infrastructure to improve tram service			●	
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			●	●
Maximise links to Old Oak Common to capture benefits of High Speed 2				●
Crossrail 2: A new rail link to South London addressing overcrowding on SW Main Line and LU, linking to potential HS2 scheme and bringing economic benefits to South London			●	●
Rail devolution: Adoption of Southeastern rail franchise by London Overground			●	●
Tram extensions to Sutton, Crystal Palace, Bromley: Engineering, economic and funding viability is under assessment				●
DLR extension to Bromley: Engineering, economic and funding viability is under assessment				●
Extension of the Northern Line to serve VNEB Opportunity Area, supporting 16,000 new homes and 25,000 new jobs				●
Bakerloo line extension: Feasibility and assessment work on potential alignments for an extension of the Bakerloo line to southeast London				●
Potential schemes to improve air quality			●	●

Appendix B:

South London Sub-regional Plan: Addressing the Challenges

South London Sub-Regional Transport Plan: addressing the challenges

2013 update

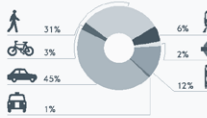
Who lives and works in the South London sub-region?

The south London sub-region, represented via the South London Partnership, consists of the London Boroughs of Bromley, Croydon, Kingston-upon-Thames, Merton, Richmond-upon-Thames, Sutton and Wandsworth.



How people travel in the south London sub-region?

Modal share (Average day (seven-day week), LTDS 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

South London-specific challenges

- Reduce public transport crowding
- Improve access to, from and within key places
- Improve connectivity (along identified corridors)
- Reduce Highway congestion

What are the priority work areas?

- Cycling: development of cycling vision for south London
- Tramlink: development of options for proposed extensions and exploring funding opportunities
- Rail: exploration of opportunities to improve rail services including devolution
- Freight: supporting improved freight efficiency through measures such as consolidation
- Investing in area, corridor and junction studies to address challenges on the road network

Opportunity Areas

- Vauxhall, Nine Elms and Battersea Opportunity Area
- Croydon Opportunity Area
- South Wimbledon and Colliers Wood Area for Intensification

Intensification Areas

- South Wimbledon and Colliers Wood Area for Intensification

Further information

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

Contacts

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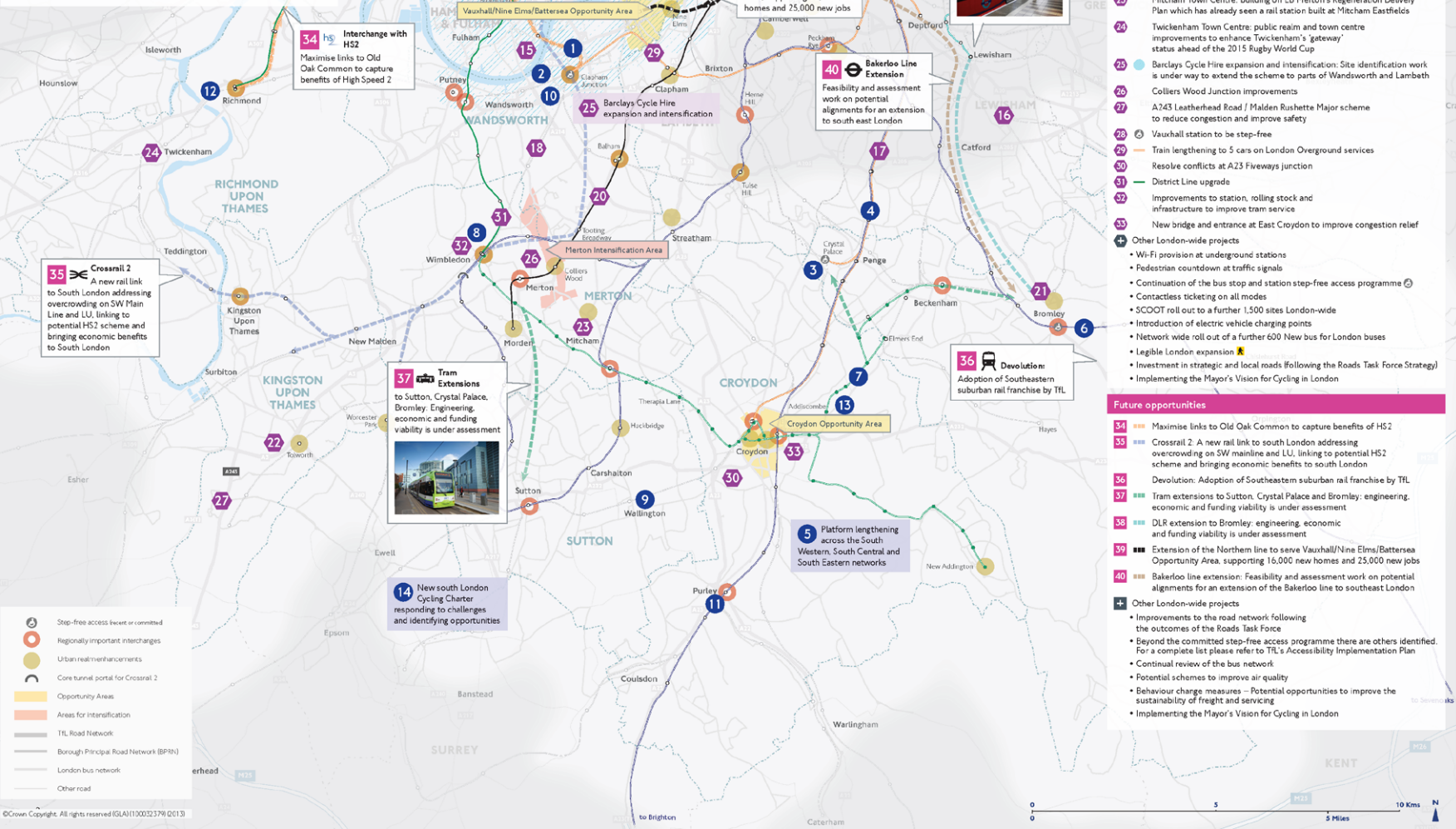
TfL Engagement:
Suart Foster (suart.foster@tfl.gov.uk)

What was delivered in 2012/13?

- London Overground: Extension to Clapham Junction completed
- Refurbished and remodelled Grant Road ticket hall including step-free access
- Refurbishment of Crystal Palace station, with step-free access complete
- National Rail: Introduction of 10-car trains on the Sydenham corridor
- Platform lengthening at various stations across the South Western, South Central and South Eastern networks to facilitate longer trains
- Step-free access at Bromley South
- New trams to enhance frequencies between Elmers End and Therapia Lane
- Wimbledon: town centre and station forecourt improvements as part of Mayor's London's Great Outdoors programme
- Wimbledon: town centre improvements delivered under Sutton's Integrated Transport Package
- Clapham Junction including Brighton Yard: revisions to traffic arrangements to reduce traffic dominance and significant uplift in public realm including a new entrance to the station via Brighton Yard

- Purley: town centre improvements to help regeneration and major changes to lane markings
- Richmond: town centre improvement, rationalisation of traffic arrangements and significant uplift in public realm with a new gateway created at the station forecourt
- Addiscombe: measures to rationalise kerb alignments, improve safety, reduce and remove street clutter and improve the quality of the public realm
- New south London Cycling Charter responding to challenges and identifying opportunities

- 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?

- West London Line: Train and platform lengthening to eight cars on between Croydon and Watford/Milton Keynes
 - South Eastern: Additional trains creating 13% extra capacity
 - South Central: Brighton main line Peak only: 14% more capacity through train lengthening
 - South Western: mainline: around 10% additional capacity by lengthening more peak services
 - Thameslink: Completion of Thameslink Programme by December 2018
 - Upgrade of Northern Line to deliver increased frequency
 - Bromley North Village: public realm improvements and town centre regeneration
 - Tolworth Broadway: removal of extensive guard-railing along the current median strip and converting this to shared pedestrian & cycle way, introducing safer and easier crossings, to better connect either side of the shopping parade and introducing a new, shared-use crossing over Tolworth Broadway
 - Mitcham Town Centre: building on LB Merton's Regeneration Delivery Plan which has already seen a rail station built at Mitcham Eastfields
 - Twickenham Town Centre: public realm and town centre improvements to enhance Twickenham's 'gateway' status ahead of the 2015 Rugby World Cup
 - Barclays Cycle Hire expansion and intensification: Site identification work is under way to extend the scheme to parts of Wandsworth and Lambeth
 - Colliers Wood Junction improvements
 - A243 Leatherhead Road / Malden Rushett Major scheme to reduce congestion and improve safety
 - Vauxhall station to be step-free
 - Train lengthening to 5 cars on London Overground services
 - Resolve conflicts at A23 Fiveways junction
 - District Line upgrade
 - Improvements to station, rolling stock and infrastructure to improve tram service
 - New bridge and entrance at East Croydon to improve congestion relief
- 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

- Maximise links to Old Oak Common to capture benefits of HS2
 - Crossrail 2: A new rail link to south London addressing overcrowding on SW mainline and LU, linking to potential HS2 scheme and bringing economic benefits to south London
 - Devolution: Adoption of Southeastern suburban rail franchise by TfL
 - Tram extensions to Sutton, Crystal Palace and Bromley: engineering, economic and funding viability is under assessment
 - DLR extension to Bromley: engineering, economic and funding viability is under assessment
 - Extension of the Northern line to serve Vauxhall/Nine Elms/Battersea Opportunity Area, supporting 16,000 new homes and 25,000 new jobs
 - Bakerloo line extension: Feasibility and assessment work on potential alignments for an extension of the Bakerloo line to southeast London
- 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 others identified. For a complete list please refer to TfL'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
Central London Peak Count, Travel in London Supplementary Report, TfL, 2013	http://www.tfl.gov.uk/corporate/about-tfl/publications
Clean Air Fund – End of Programme Report, TfL, 2013	http://www.tfl.gov.uk/assets/downloads/corporate/caf-end-of-programme-report.pdf
Collisions and casualties on London's roads 2011/12	www.tfl.gov.uk/roadsafety
Transport planning for healthier lifestyles - a best practice guide, TfL, 2013	http://www.tfl.gov.uk/businessandpartners/21189.aspx
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
London Atmospheric Emissions	
Olympic Legacy Transport Action Plan, TfL, 2012	
Pedestrian fatalities in London, 2012	www.tfl.gov.uk/roadsafety
River Action Plan, 2013	
Road Danger Reduction Plan, City of London, adopted January 2013	www.tfl.gov.uk/roadsafety
Safe Roads for London, TfL, 2013	www.tfl.gov.uk/roadsafety
South London Cycling Charter	http://southlondonpartnership.co.uk/System.aspx/GetFile.aspx?id=1093
The Mayor's Vision For Cycling In London, An Olympic Legacy For All Londoners, TfL, 2013	http://www.london.gov.uk/publication/mayors-vision-cycling
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/

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