



Delivering the vision for London's streets and roads

Annex to Transport for London's response to the Roads Task Force

July 2013

MAYOR OF LONDON

Transport for London



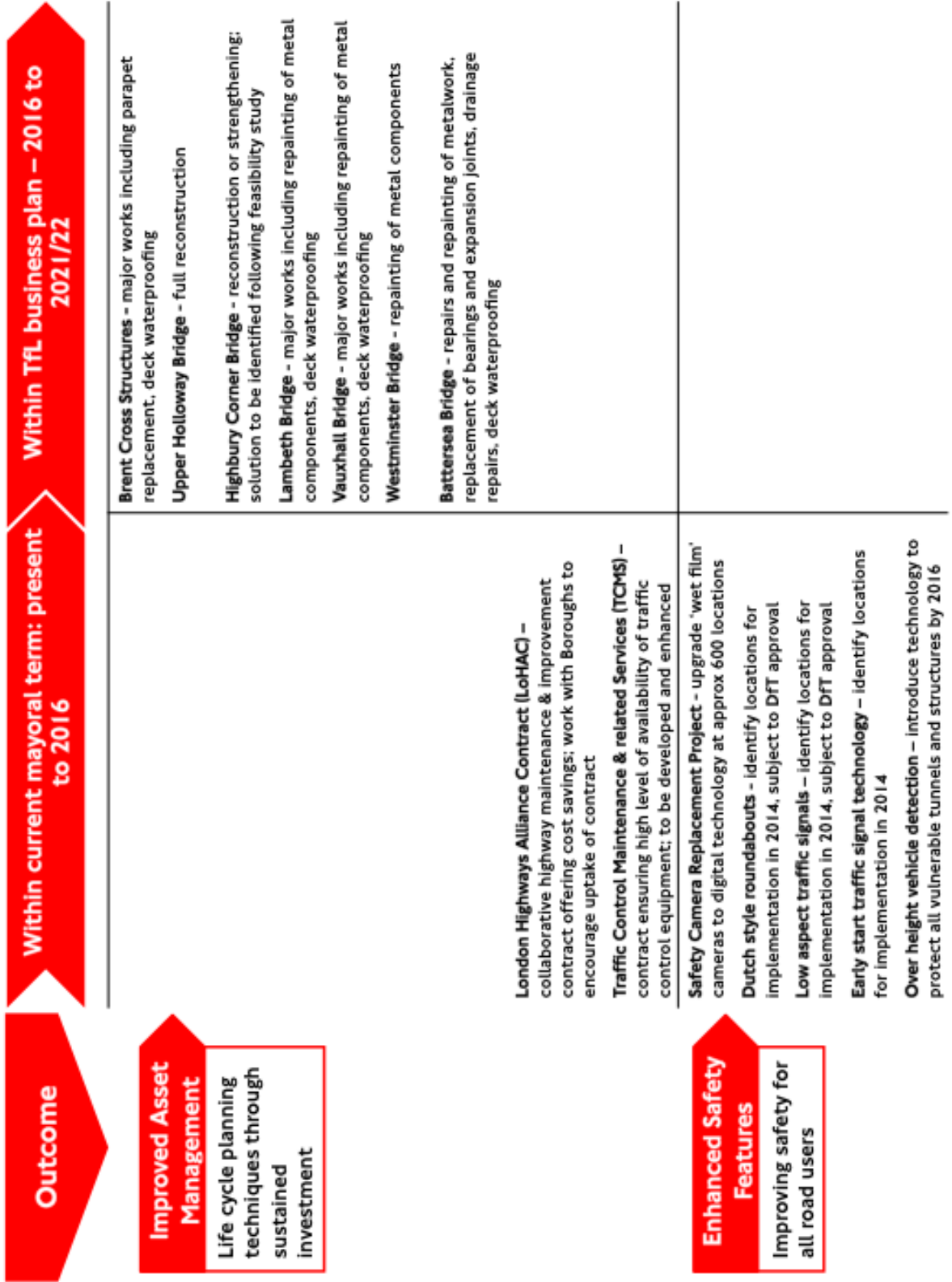
Infrastructure & Assets Fit for the Future

Annex A – Delivery programme 2013/14-2021/22

This annex sets out TfL’s proposed plan to transform London’s roads.

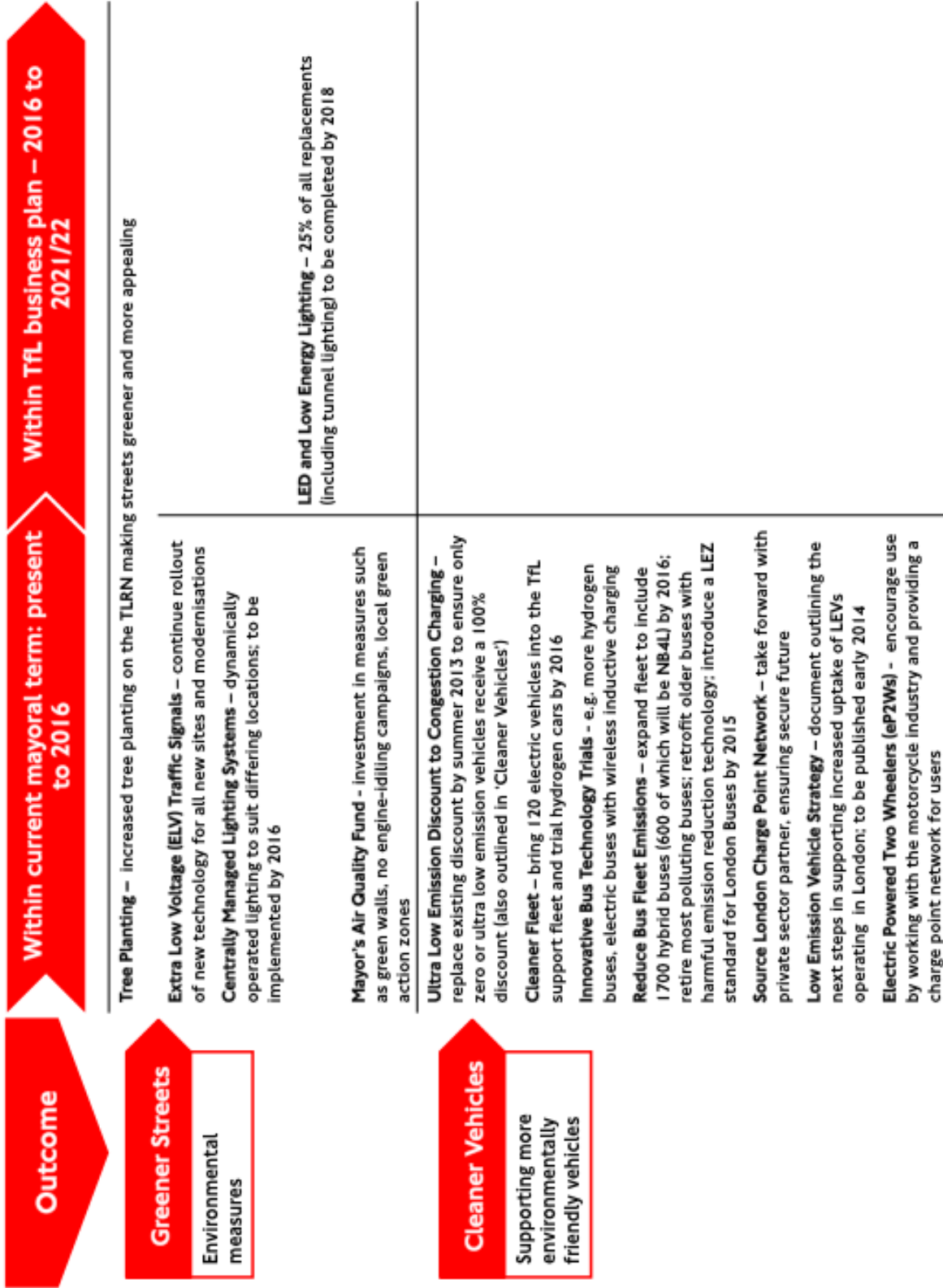
Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
Improved Asset Management Life cycle planning techniques through sustained investment	<p>Hammersmith Flyover Phase 2 - continuing work to strengthen remaining spans</p> <p>Chiswick Bridge - refurbishment including major repairs to concrete/masonry, parapet upgrades</p> <p>Fore Street Tunnel - repairs to address water ingress, mechanical & electrical equipment renewed</p> <p>Woodlands Retaining Wall - reconstruction to allow re-opening of adjacent footpath</p>	<p>Ardleigh Green Bridge - full reconstruction</p> <p>Blackwall Tunnel Southbound - ventilation upgrade to align with Northbound</p> <p>Rotherhithe - refurbishment of structural components and mechanical & electrical equipment</p> <p>Country Way Viaduct - repair and refurbishment of concrete and expansion joints</p> <p>Power Road Bridge - full reconstruction</p> <p>Twickenham Bridge - major works including concrete repairs and deck waterproofing</p> <p>Hogarth Flyover - possible reconstruction as part of a wider junction review / redesign at Hogarth Roundabout</p> <p>Westway - major refurbishment including waterproofing, bearing replacement, concrete repairs, parapet upgrades</p> <p>George Green Tunnel - renewal of mechanical & electrical equipment</p> <p>Green Man Tunnel - renewal of mechanical & electrical equipment</p>

Infrastructure & Assets Fit for the Future

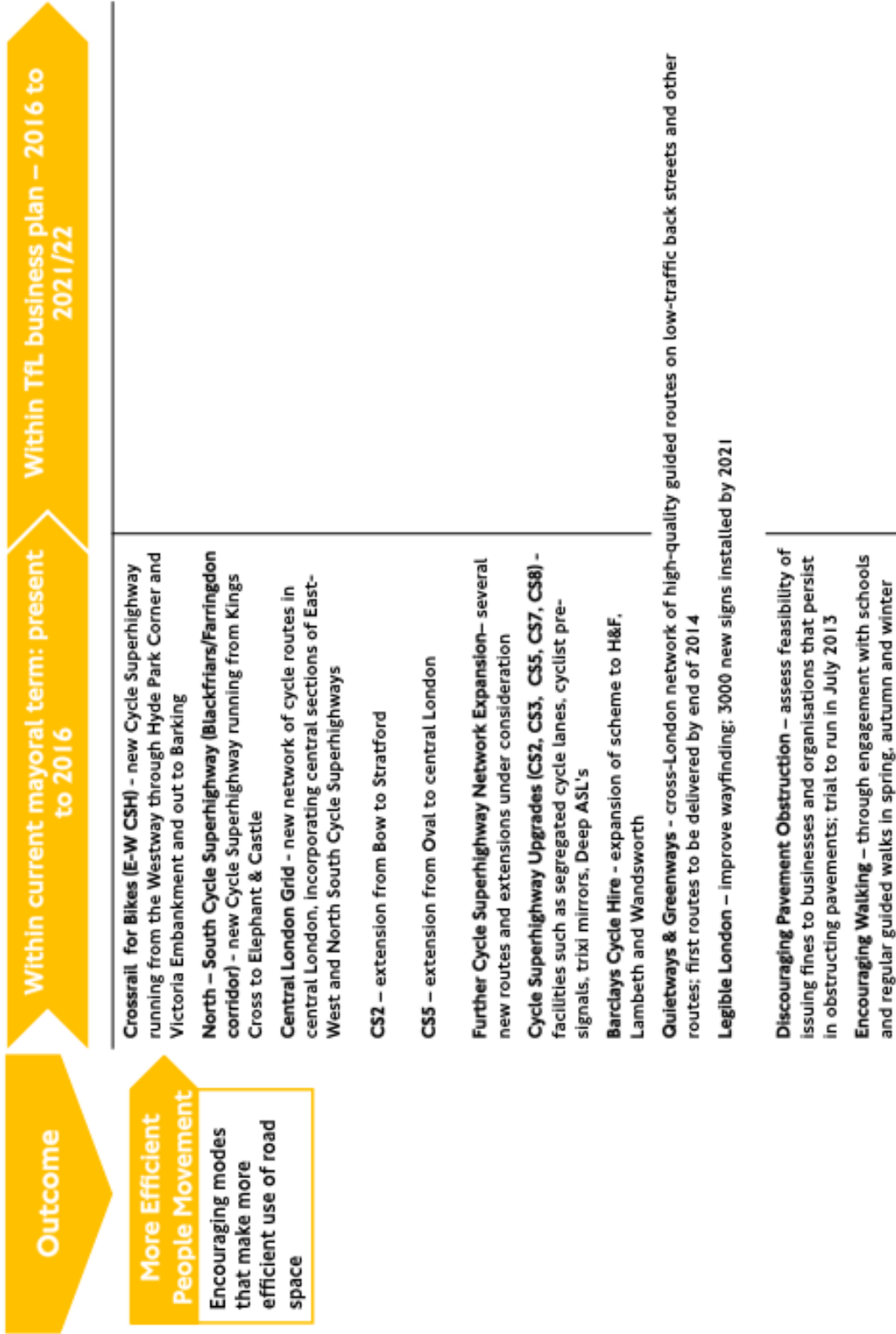


Infrastructure & Assets Fit for the Future

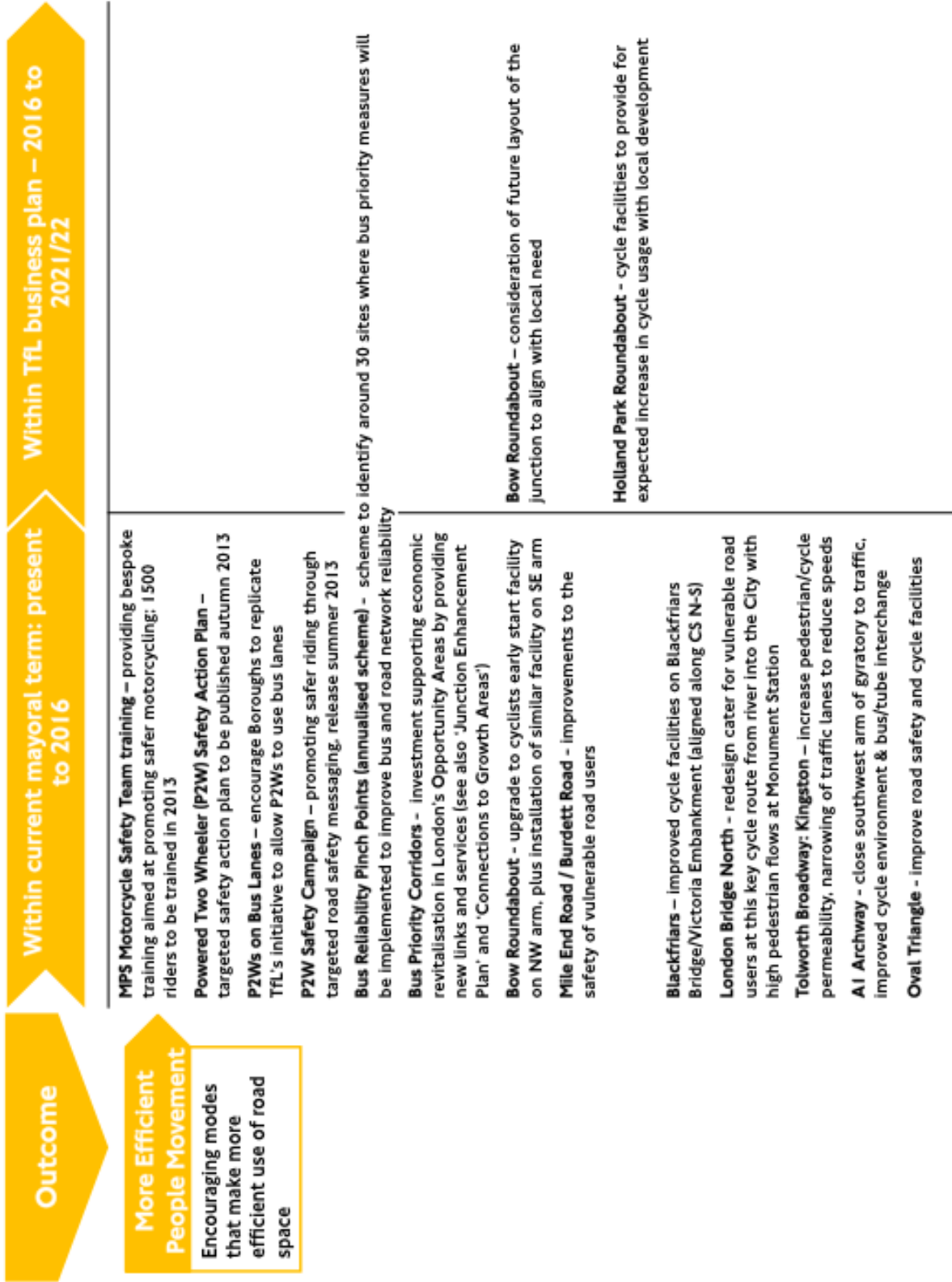
Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>Enhanced Safety Features Improving safety for all road users</p>	<p>HGV Blind Spot Mirrors – 100 mirrors for HGVs at signalised junctions, with further delivery as part of standard design</p> <p>Safe Streets for London Road Safety Action Plan – deliver actions identified in plan</p> <p>Average Speed Cameras – consider areas where this technology may be appropriate</p> <p>Digital Speed Limit Map – update, maintain, and make freely available; promote use by technology developers</p>	
<p>21st Century Roadworks Reducing delays and frustration</p>	<p>Lane Rental Charges – provide incentives to works undertakers to minimise road work disruption</p> <p>Smart Cameras – to be developed for monitoring ongoing works and determining lane rental charges</p> <p>Underground ‘Utility Corridors’ – allowing engineers to access utilities without the need for roadworks; opportunities for construction to be explored</p>	
<p>Innovative Materials & Kit Re-investing lane rental revenues</p>	<p>Smart Works Solutions Research – such as fast setting concrete or ‘Core and Vac’ technology; development to be funded through lane rental charge revenue</p> <p>Newly Developed Materials – make use where appropriate, trial where necessary; e.g. use of CMA for de-icing roads across the network</p>	
<p>Basic Street Improvements Improving areas with simple measures</p>	<p>Better Streets Evaluation – 100% of TLRN to be classified as ‘tidy, decluttered, or relocated/merged’ by March 2014</p> <p>New Streetscape Guidance – to be published 2014, ensuring ‘the right material for the right location’</p> <p>Enhanced Inspection Regime – improving the performance of utility companies</p> <p>TLRN ‘Living’ Areas – re-assess TLRN against Street Families with high ‘living’ aspirations by end of 2014, implement 3 year improvement plan</p> <p>Licence Trade & Highway Activity – optimum balance between competing demands for space on footway</p>	



Allocation / Changing use of space



Allocation / Changing use of space



Allocation / Changing use of space

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>More Efficient People Movement Encouraging modes that make more efficient use of road space</p>	<p>Highbury Corner - decrease traffic dominance/severance and promote sustainable transport modes</p> <p>Tottenham Hale Gyrotory - removal of gyrotory and return to two-way working, improvements to public transport interchange, and pedestrian & cycle facilities</p>	<p>Marble Arch Gyrotory - improvements to make the area more accessible to pedestrians and increase the numbers of cyclists using the junction</p>
<p>Lower Speed Environment Improving road safety</p>	<p>20mph Zones – continue to fund 20mph zones in Boroughs through LIPs; trial 20mph zones on TLRN</p> <p>Roads Fatality Review Group – bring together road safety experts to learn from fatal and serious collisions</p> <p>Trial Community Roadwatch Scheme – engage local communities in managing speeding locally</p>	
<p>Fun and Active Streets Maximising the use of public spaces for community events</p>	<p>Olympic Legacy Cycling Events – mass participation and professional cycling events in August 2013</p> <p>Tour of Britain – host final stage over 10km circuit in central London in September 2013</p> <p>Tour de France – host final stage in July 2014</p> <p>Support Local Events – work with Boroughs on local events requiring temporary road closures</p> <p>Celebrating London’s Urban Realm – programme for the temporary use of landmark public road space and promote it’s enjoyment by bike and foot</p>	
<p>Providing Space for Stopping Supporting vibrant, accessible, inclusive town centres</p>	<p>Accessible Bus Stops – ensure that 95% of bus stops are accessible by end of 2016</p> <p>Cycle Parking – deliver an additional 80,000 cycle parking spaces by 2016</p> <p>Cycling Super Hubs – attractive, high capacity cycle super hubs at key interchanges (Waterloo hub to be delivered by 2016)</p>	

Allocation / Changing use of space

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>Providing Space for Stopping Supporting vibrant, accessible, inclusive town centres</p>	<p>TLRN Parking – allow parking on the TLRN for up to 30 minutes</p> <p>Relocating Servicing – work with Boroughs to examine feasibility of relocating some servicing to side streets to improve access</p>	<p>A1/A503 Nags Head Gyrotory - work required to reduce severance, provide improved cycle facilities, and rejuvenate Nags Head shopping centre</p>
<p>Re-imagined Streets and Places Evolving city spaces to keep pace with the needs of Londoners</p>	<p>A23 Streatham High Road - Footway widening and urban realm enhancements between Streatham Hill station and Mitcham Lane</p> <p>Elephant and Castle Northern roundabout - replacement of roundabout with peninsular scheme; improve cycle facilities, urban realm, reduce collisions</p>	<p>Euston Road Corridor - decrease traffic dominance/severance, improve urban realm, enhance pedestrian/cyclist facilities</p>
	<p>A3211 Tower Hill Gyrotory - streetscape enhancements, upgrades in pedestrian and cycling infrastructure (see also 'Connections to Growth Areas')</p> <p>Euston Circus – Decrease traffic dominance, improved pedestrian/cyclist facilities and public transport interchange, enhanced urban realm</p> <p>Walthamstow TC- Eastern Gateway; Waltham Forest - reduced traffic dominance and speeds; improved pedestrian, bus user facilities, urban realm</p>	<p>Camberwell Town Centre - improved public realm, safety, reduced severance</p> <p>Victoria Circle - highway improvements to decrease traffic dominance, enhance urban realm and pedestrian provision</p>
	<p>Mitcham Town Centre: Merton - improved bus operation and interchange, public realm, pedestrian/cycling accessibility</p>	

Allocation / Changing use of space

Outcome

Re-imagined Streets and Places
Evolving city spaces to keep pace with the needs of Londoners

Within current mayoral term: present to 2016

Within TfL business plan – 2016 to 2021/22

- Harlesden Town Centre: Brent** - better provision for pedestrians, cyclists and public transport users, improved public realm
- Mini Hollands** - investment in cycling and walking provision focused on a number of outer London boroughs; Boroughs to be selected by 2014
- Twickenham Town Centre: Richmond** - enhance & create new civic spaces; improve pedestrian facilities, reduce traffic speed, maintain traffic flows
- Connected Croydon - East Croydon Interchange: Croydon** - Measures to improve urban realm, pedestrian facilities, bus & taxi accessibility
- Hounslow Town Centre: Hounslow** - enhanced bus stop accessibility, urban realm, pedestrian & cycling facilities
- Oxford Street East- Phase II: Westminster** - redesigned streetscape layout for Oxford Street East between Berwick Street and Tottenham Court Road
- Holborn Circus: City of London** - improved urban realm, cyclist & pedestrian provision
- Old Street (Tech City)** - replacement of roundabout with peninsula; improve urban realm, interchange facilities, cycle facilities (see also 'Connections to Growth Areas')
- Sutton Station Gateway: Sutton** – access and urban realm improvements to station and surrounding area; improved links to High Street and cycle facilities
- Romford Town Centre: Havering** – enhanced urban realm and public safety, improved interchange with station
- Bethnal Green: Tower Hamlets** – re-alignment of carriageway, increased area available for market and pedestrians; additional crossing points, improved lighting

West Hendon - Station Road : Barnet - opening western end of Station Road to two-way traffic. Improvements to urban realm, pedestrian crossing facilities, accessible bus stops

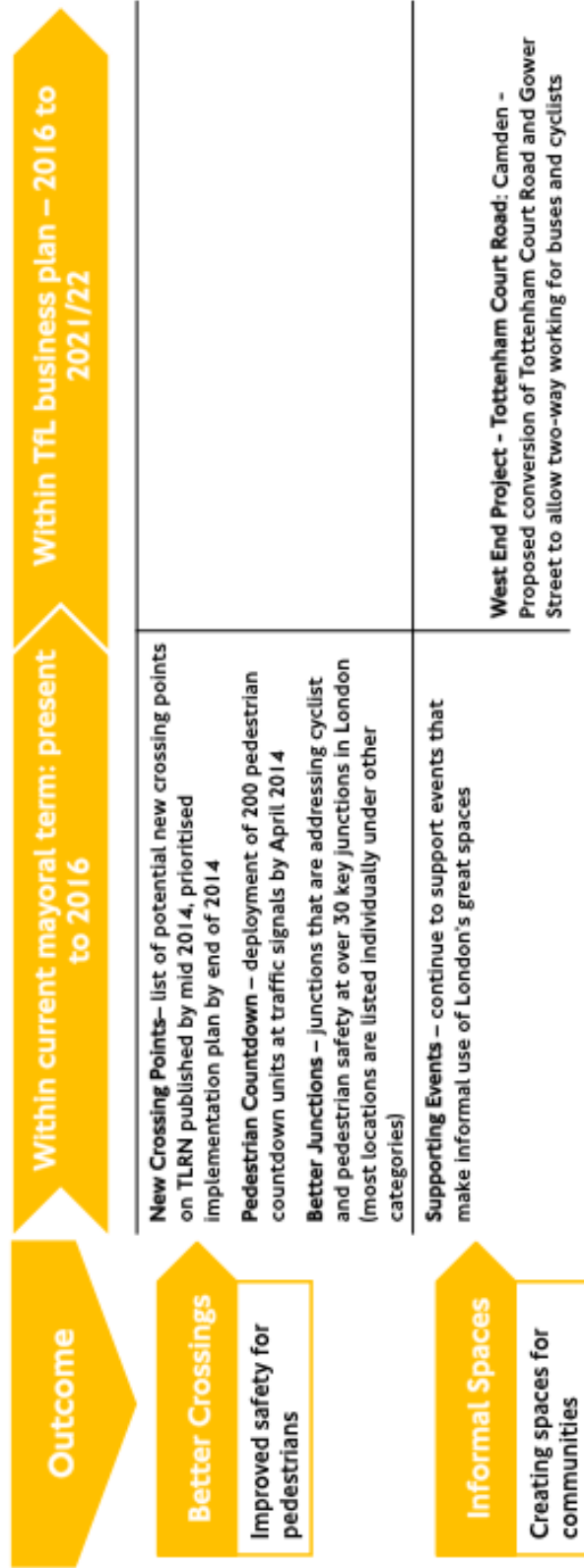
Allocation / Changing use of space

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>Re-imagined Streets and Places Evolving city spaces to keep pace with the needs of Londoners</p>	<p>Hayes Town Centre : Hillingdon - linked to Crossrail investment; measures include re-opening Station Road to two-way working, improved urban realm & ped facilities</p> <p>Bexleheath Town Centre (phase 1): Bexley – new shared space areas, improved lighting, paving & street furniture</p> <p>Bromley North Village: Bromley – revitalise Market Square: improve pedestrian access and urban realm, reduce traffic dominance</p> <p>Wood Green Town Centre: Haringey – improved urban realm between Wood Green and Turnpike Lane LU stations; more pedestrian/cycle facilities</p> <p>Hornchurch Town Centre: Havering – improved urban realm, pedestrian facilities and safety, decreased traffic dominance</p> <p>Clapham Gateway: Lambeth – transformation of Clapham Old Town area; more public space, greater accessibility and public safety</p> <p>Sydenham Town Centre: Lewisham – footway widening, better crossings, improved cycle facilities, and creation of 'pocket' squares</p> <p>Manford Way – shared space elements to make retail area more accessible, improved pedestrian/ cycle access</p> <p>Clapham Junction Town Centre: Wandsworth – re-alignment of carriageway, increased area for pedestrians, better conditions for cyclists and bus users</p> <p>Ponders End: Enfield – urban realm, safety, and cycle access improvements at High Street and Queensway</p> <p>Woodford Bridge Town Centre: Redbridge – improved urban realm, pedestrian and cycle access re-connecting eastern and western sections of local town centre</p>	<p>Waterloo IMAX - TLRN & public transport interchange improvements to support redevelopment of Elizabeth House, Shell Centre, Waterloo station capacity increase</p>

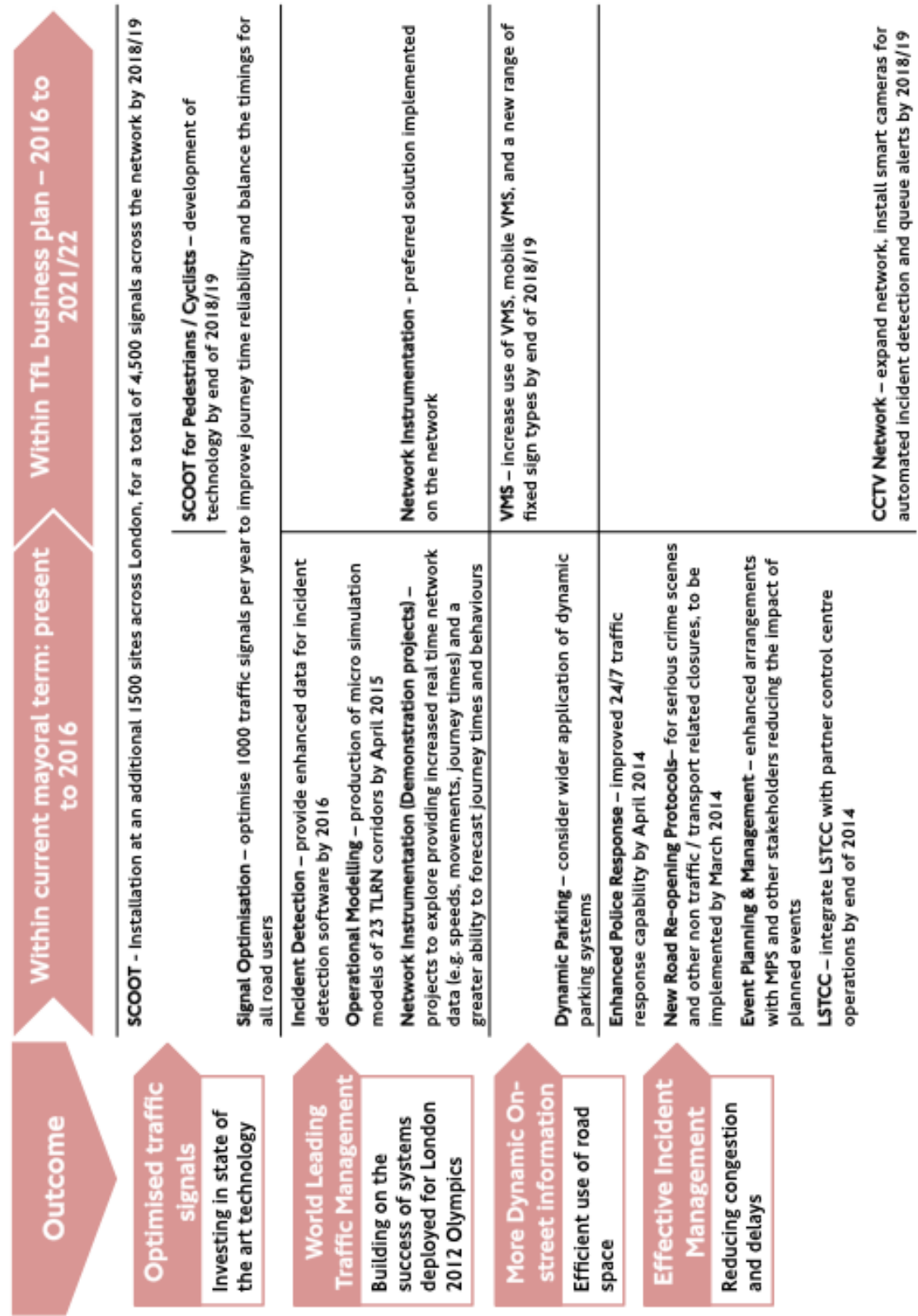
Allocation / Changing use of space

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>Re-design of Gyratories</p> <p>Overhauls of several prominent gyratories</p>	<p>Ealing Broadway interchange: Ealing – linked to Crossrail investment; bus/rail interchange improvements, enhanced pedestrian and cycle routes</p> <p>Swiss Cottage Gyratory - increase road safety and cycle facilities; option to partially remove gyratory</p> <p>Aldgate Gyratory: City of London - new public spaces, reduced severance, wider footways, better conditions for cycling, accessible walking routes</p> <p>Highbury Corner (Gyratory): Islington – new bus/cycle route on northern arm of gyratory; return other arms to two way working to reduce severance</p>	<p>Brent Cross/ Cricklewood - alterations to highway layout at M1/A406, A5/A406, A406/A41, traffic & pedestrian bridges across A406; changes to bus movements & station facilities</p> <p>Crossrail Complimentary Works – significant interchange and urban realm improvements at up to 30 surface stations across London</p> <p>A3/A203 Stockwell Gyratory – increase road safety and cycle facilities; potential phased removal of gyratory</p> <p>Wandsworth Gyratory - gyratory removal to coincide with Ram brewery development; improvements to urban realm, improved access for cyclists, pedestrians</p> <p>Shoreditch Triangle Gyratory – improvements to better cater for vulnerable road users, public transport and urban realm enhancements</p> <p>A10 Stoke Newington Gyratory - Improvements in pedestrian/cycle facilities, consider gyratory removal</p> <p>Vauxhall Cross (Nine Elms/Battersea) - gyratory removal and two-way working on all arms, possible modifications to railway viaduct; supporting VNEB development</p> <p>Kings Cross - footway widening, streetscape enhancements, floating bus stops, wide bus/cycle lanes to cater for increased demand due to HS2</p>

Allocation / Changing use of space



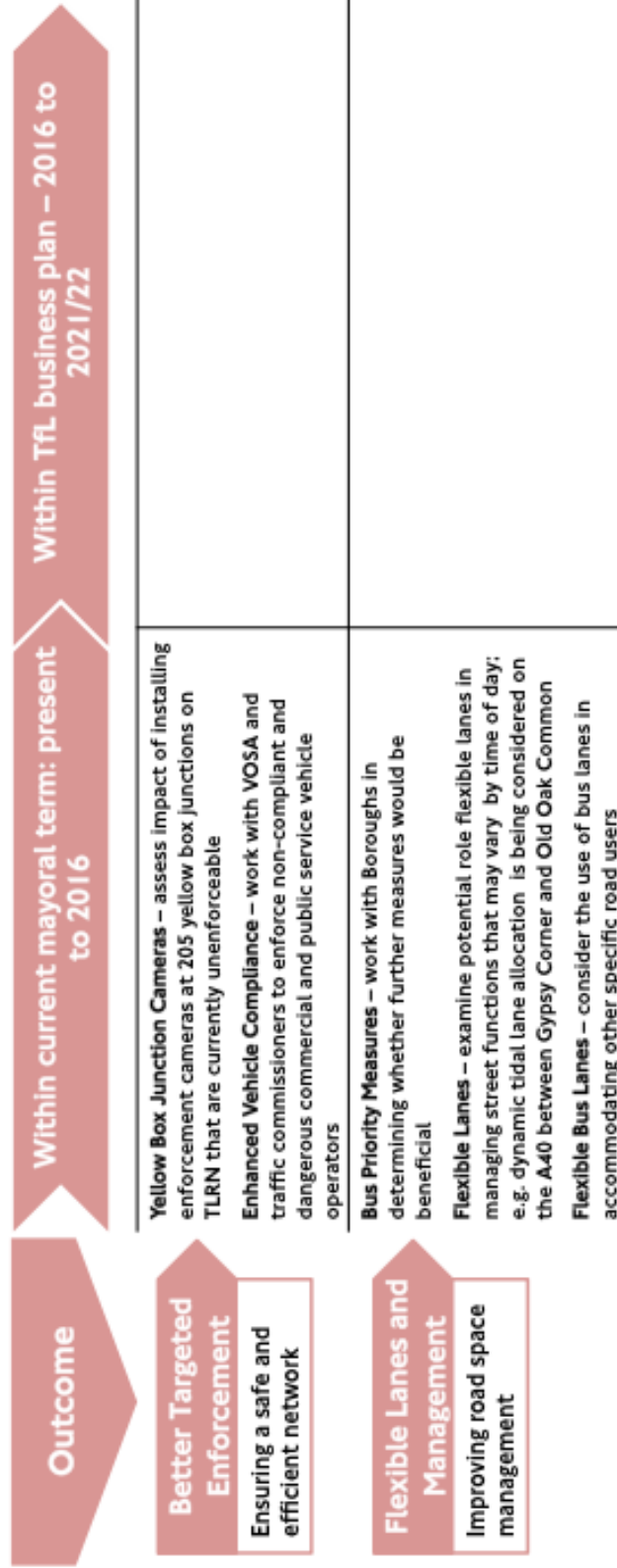
Intelligent Systems and Management



Intelligent Systems and Management

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>Strong Customer Focus Improving customer experience</p>	<p>'Mobile first' Website – new site featuring more detailed roads information. Easier to access on all platforms</p> <p>Customer Focused Strategy & Communications Campaign – explain TfL's role in managing the road network & infrastructure spending, how fines/charges are reinvested</p> <p>Publish Traffic Data – new sources for use by 3rd party developers</p> <p>Real-Time Information Services – continue to expand services through social media, such as Twitter</p> <p>Monitoring Customer Satisfaction – through regular customer satisfaction and attitudinal surveys</p>	<p>Blackspot fund – implement Mayor's £50m fund by 2016</p>
<p>Congestion Hotspot Busting Tackling key congestion areas</p>	<p>Corridor Improvement Programme - small interventions addressing congestion hot spots, facilitating multi modal service standards (approx. 150 sites delivered per year)</p> <p>Bus & Cycle Priority Points – implemented at key locations to improve journey times for these modes</p> <p>Traffic Signal 'Call Cancel' Technology – introduced at selected sites across the network</p>	
<p>Better Targeted Enforcement Ensuring a safe and efficient network</p>	<p>Improved Enforcement Plans – implemented at key locations where congestion, collisions, and anti social driver behaviour have a significant impact through 2014</p> <p>Unified Transport & Traffic Policing Command – bringing together MPS Traffic Command and Safer Transport Command by March 2014</p> <p>Coordinated Data Driven Compliance – coordination between enforcement authorities; ensuring TfL funded resources use flexible, targeted, and appropriate enforcement measures</p> <p>Congestion Management Areas – trial zero tolerance approach to enforcement within these areas by 2014</p>	

Intelligent Systems and Management



Changing Behaviour / Managing Demand

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
<p>Re-timing Freight Examining when deliveries are made</p>	<p>Olympic & Paralympic Games Lessons Learnt – up to 3 night time delivery & servicing pilot studies to examine applying elements of the successful Games freight programme to BAU conditions</p> <p>Review of Freight Regulations and Incentives – work supporting change in managing freight, complete by 2014</p> <p>Improved Freight Data Gathering – greater modelling capacity to inform freight management</p> <p>Freight Re-timing Feasibility Study – work with Boroughs & industry to develop proposals for central London</p>	
<p>Re-modelling Freight / Services Examining how deliveries are made</p>	<p>Freight Consolidation Campaign – promotion campaign delivered to retail and construction sectors in central London by end of 2014</p> <p>Promote use of rail and water – engagement with PLA, planning authorities, relevant suppliers and customers</p> <p>Last Mile Logistics (LAMLO) Project – EU funded project delivering a freight consolidation centre in Camden and consolidation capability at Euston Station by 2015</p> <p>Logistical Information & Collaborative Working – pilot study examining methods of reducing congestion from the growth of internet shopping</p> <p>Freight Management Studies – further studies to improve the management of freight</p>	
<p>Smart Charging Reducing congestion and pollution</p>	<p>Ultra Low Emission Discount to Congestion Changing – replace existing discount by July 2013 to ensure only zero or ultra low emission vehicles receive a 100% discount (also outlined in 'Greener Streets')</p> <p>Ultra Low Emission Zone Feasibility – study to examine implementing a ULEZ in central London by 2020</p> <p>Tolling Feasibility – study to examine potential for tolling of new infrastructure</p> <p>Low Emission Zone – feasibility study into consider future stages</p>	

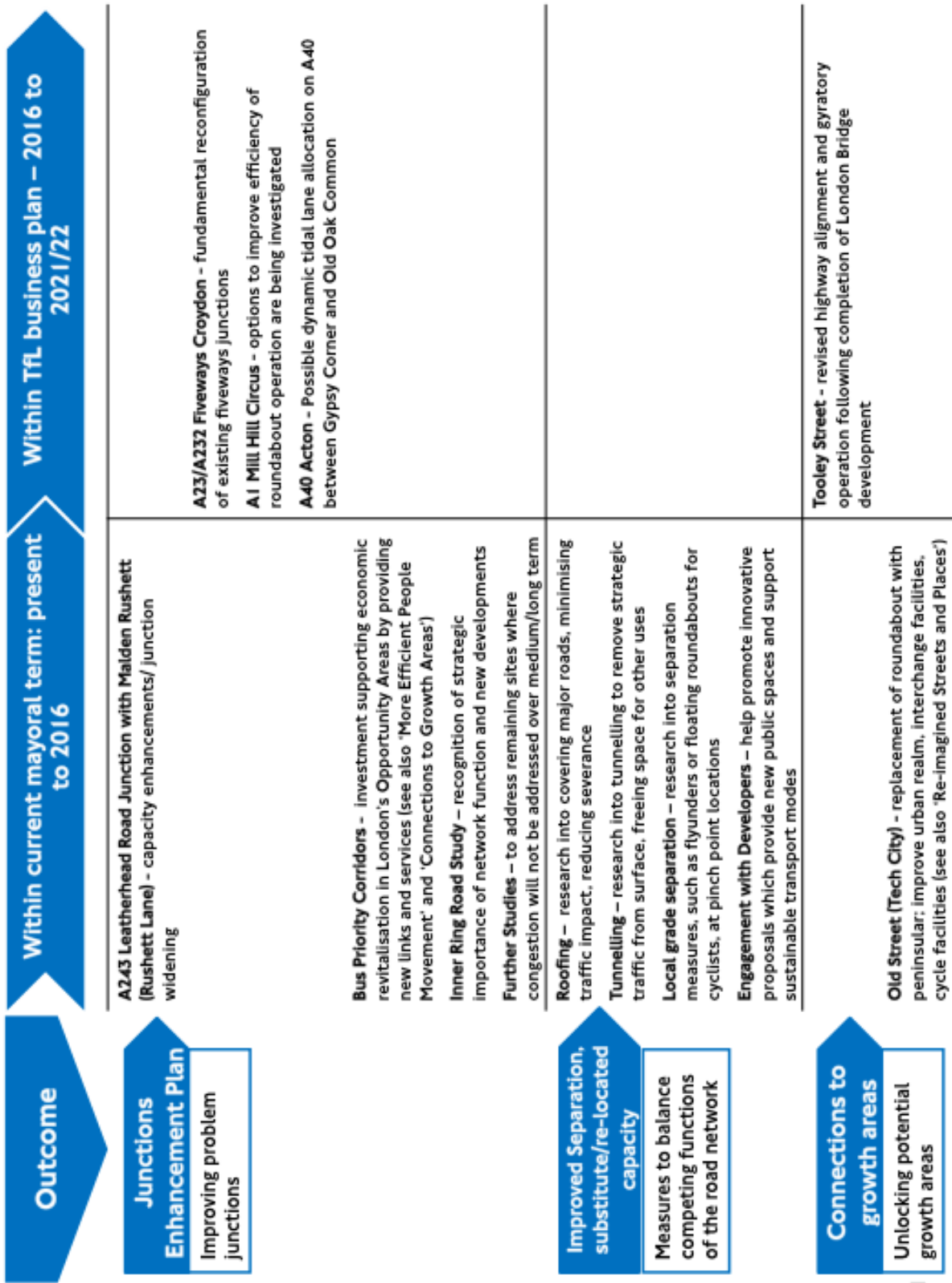
Changing Behaviour / Managing Demand

XVII

Outcome	Within current mayoral term: present to 2016	Within TfL business plan – 2016 to 2021/22
Smart Work Centres & practices Flexible working	Encouraging Flexible Working – campaign in 2013 to promote flexible working; encouraging London businesses to change their employment policies and practices, to better facilitate employees working remotely	Tactical TDM – targeted interventions associated with construction of major road schemes &/or changes to network operation (activities delivered in tandem with respective road scheme / network operation)
Travel Demand Management TDM to encourage put of peak travel and cycling/walking	Behaviour Change Initiatives - targeted interventions to support behaviour change that maximises the use / value of TfL investments, e.g. promoting cycling on new CSHs Cycle to School Partnerships – increase number of pupils travelling safely to school by bike Supporting a Reduction in Vehicular Traffic – using best practice learnt from London 2012 Olympics, disseminate message through business engagement programme Car Clubs – work in partnership with industry to support expanding the use car clubs	
Active Network Management Managing demand across the network	Active Traffic Management – build on the introduction of SCOOT and capabilities retained after the 2012 Games through further assessment and exploration of the for potential for active network management	
Parking Policy Intelligent management	Intelligent Parking Systems – integrate parking policy with systems that allow people to find parking spaces more easily London Tourist Coach Action Plan – launched by autumn 2013, will address key issues for tourist coach parking Coach Parking Map – to be updated annually in collaboration with Confederation of Passenger Transport	
Land Use Planning Reducing congestion and pollution	‘Car-Lite’ Research – work to refine understanding of car-lite developments and their application in London Cycle Parking Standards – research strengthening the case for more demanding cycle parking standards ‘Car-Lite’ and London Plan – work with GLA on policy to reflect car-lite development in planning decisions	

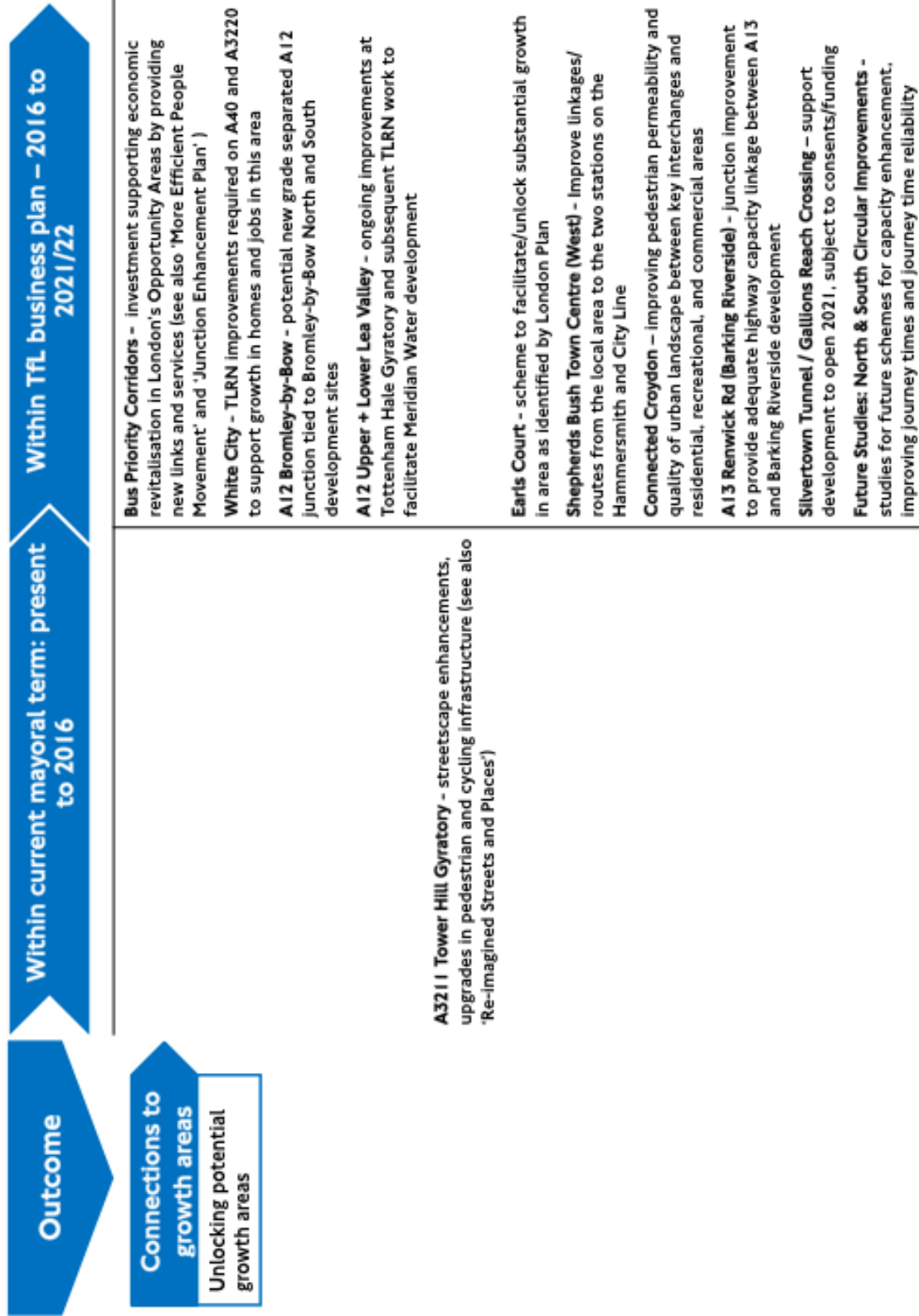
Substitute / Re-located Space and New City Quarters

XVIII



Substitute / Re-located Space and New City Quarters

XIX



Glossary

Call-cancel technology	Technology typically used at crossing signals that identifies when it is no longer necessary to provide a 'green man' signal phase to allow crossing as pedestrian(s) have already crossed or have moved away
Central London Cycle Grid	Delivery of a central London 'Bike Grid' of high-quality, high-volume cycle routes, using a combination of segregation and quiet shared streets, along with some innovative use of existing infrastructure
CIP	Corridor Improvement Programme
CMA	Calcium Magnesium Acetate is a de-icer and can be used as an alternative to road salt
Core and vac technology	This technique allows for rapid repairs to faults such as gas leaks, typically saving up to five days of carriageway occupation. A small core is drilled out and 'keyhole' tools are used to make the repair with the core replaced immediately afterwards
DCLG	Department for Communities and Local Government
De-cluttering	De-cluttering a street involves the removal of unnecessary signs, road markings, guard railing, bollards and any other superfluous street furniture, as well as merging the functions of other on-street facilities where feasible
Early-start traffic signal technology	Early-starts operate at traffic signals and provide a dedicated green light for cyclists to wait ahead of other traffic, often at junctions or roundabouts
ELV	Extra Low Voltage
Freight consolidation	This is when several small deliveries, all being forwarded to the same location, are bundled and transported together
GLA	Greater London Authority

Green wall	<p>Also sometimes known as a Living Wall.</p> <p>This is a wall covered with vegetation which has benefits such as cooling city blocks, reducing loud noises, and improving a building's energy efficiency</p>
HGV	Heavy Goods Vehicle
LAMILO	EU-funded 'LAST MILE LOGISTICS' is a European Commission funded project. The project will simplify last mile logistics and embed new ways of delivering goods by changing behaviour of private companies, the public sector and consumers
LED	Light-Emitting Diode
Legible London	An easy-to-use way finding system that presents information from a pedestrian perspective in a range of ways, including on-street signs and printed maps to help people navigate London
LIP	Local Implementation Plan. This is a borough transport strategy outlining their transport objectives and programmes for the future
LoHAC	London Highways Alliance Contract is a joint initiative between TfL and London's boroughs, to deliver a reliable, reputable and cost-effective highway works service across London. Until now, highway works have been carried out by a vast range of different contractors
LSTCC	London Streets Traffic Control Centre
Mini-Hollands	Transformational change in up to four Outer London town centres to provide exemplar facilities for cyclists. Programmes will be based around providing cycle-friendly town centres, cycle routes and cycle 'superhubs' at local railway stations
MPS	Metropolitan Police Service
Over-height vehicle detection	System to warn drivers of an impending problem and alert drivers to take corrective action. Predominantly used in advance of bridges, tunnels

	and railroads
Pedestrian Countdown	Pedestrian Countdown is an automatic system used at traffic signals that shows exactly how much time is left to cross the road
P2W	Powered Two-Wheelers; motorcycles and scooters
eP2W	Electric Powered Two-Wheelers or electric motorcycles and scooters
PPA	Planning Performance Agreement
Quietways	A well-signed network of radial and orbital routes outside central London, mainly on low-traffic back streets, for those wanting a more relaxed cycle journey
RTF	Roads Task Force
SCOOT	Split Cycle Offset Optimisation Technique
Source London	Source London is the Capital's electric vehicle charge point network and membership scheme
TCMS	Traffic Control Maintenance and related Services
TDM	Travel Demand Management
TLRN	Transport for London Road Network
Utility corridors	These are also known as 'pipe subways' and allow the placing of utility services in structures that can be accessed without the need for excavation, avoiding traffic and pedestrian disruption
ULEZ	Ultra Low Emission Zone
UTC	University Technical College
VMS	Variable Message Sign
VNEB	Vauxhall Nine Elms Battersea
VOSA	Vehicle and Operator Services Agency

