

East and south east London

Sub-regional Transport Plan, 2014 update



Information

All information is current until 31st March 2014

Maps

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The east and south east London sub-region

The east and south east London sub-region consists of the London Boroughs of Barking & Dagenham, Bexley, Hackney, Havering, Lewisham, Newham, Redbridge and Tower Hamlets, together with the Royal Borough of Greenwich. They are represented via the east and south east London sub-regional transport panel, together with the London Boroughs of Bromley, Waltham Forest, Dartford Borough Council and Thurrock Unitary Council.



Panel members:



Introduction

The purpose of this east and southeast Sub-regional Transport plan (SRTP) update is to provide information on:

- » Developments over the last 12 months
- » Commitments made in the TfL Business Plan and through Local Implementation Plan (LIP) funding
- » Future opportunities to improve transport and address the remaining challenges

This plan aims to help boroughs with the development of LIPs and TfL in developing the priorities for business planning in order to address the medium to longer-term challenges for London and the sub-regions.

This SRTP is accompanied by a poster which provides a snapshot of the challenges, priority areas and opportunities that can be collectively addressed and shows the initiatives that have been completed or are planned within the sub-region.

Publications

Roads Task Force (RTF) Report, July 2013

The RTF report sets out a vision for world-class streets and roads. It provides a road map to ensure London's continued vibrancy and economic growth by tackling the impacts of rapid population growth.

The RTF progress update was published in March 2014.

Safe Streets for London: The Road Safety Action Plan for London, 2013

Safe Streets for London sets a target of a 40 per cent reduction in killed or seriously injured (KSI) casualties by 2020.

Safety Action Plans, Spring 2014

During spring 2014, three focused safety action plans were published:

- » Motorcycle Safety Action Plan
- » Pedestrian Safety Action Plan
- » Updated Cycle Safety Action Plan

Safe London Streets: Our Six Road Safety Commitments, February 2014

TfL have set out six commitments making clear how TfL and their partners will reduce the number of people killed and seriously injured on London's roads by 40 per cent by 2020.

Travel in London (TIL) Report 6, 2013

The TIL report summarises trends relating to travel and transport. This year's topics covered the legacy of the Olympic and Paralympic Games and the monitoring of the RTF vision.

London 2012 Olympic and Paralympic Games: The Transport Legacy, 2013

This report reviews the progress made in embedding the transport legacy and sets out key transport legacy opportunities.

Improving the Health of Londoners: Transport Action Plan, February 2014

TfL's first Health Improvement Plan sets out the main impacts of transport on health, the ways in which TfL is improving health and the 10 actions being taken over the next three years.

Future publications

The **2050 Infrastructure Plan** will set out London's high level infrastructure requirements, together with funding implications for transport, energy, water, waste, telecoms, green infrastructure and social infrastructure.

A draft report for consultation will be published in mid 2014 and a final report in the autumn.

Further Alterations to the London Plan are proposed which include key elements of the Mayor's Vision for Cycling and the RTF report. The Examination in Public for the draft Further Alterations to the London Plan will be in autumn 2014 and a more significant review is expected after the next mayoral election.

Pedestrian Design Guidance

The new Pedestrian Design Guidance will be drafted during the spring and published in summer 2014.

Cycle Design Guidance

The revised London Cycling Design Standards are due to be published for public consultation in summer 2014 and will be finalised later in the year.

Travel in east and south east London

While cars and motorcycles account for the largest share of trips originating in the sub-region, their proportion of total mode share has fallen by two per cent over the past year. Walking is the second most popular mode, which along with cycling has increased in mode share.

Improvements are under way to improve connectivity, crowding and congestion across the sub-region, particularly in light of the expected growth. These include the construction of Crossrail, extra carriages on the London Overground and a programme of station upgrades.

The recommendations of the Mayor's Roads Task Force provide direction for making more efficient use of the sub-region's road network for the movement of people and goods. A proposed future river crossings package would complement the additional capacity recently added by the Emirates Air Line and make it easier to cross the River Thames.

Sub-regional mobility forums

An outcome of TfL's Single Equality Scheme 2012/2013 is the creation of sub-regional mobility forums. The forums provide a platform for representatives of TfL, borough and disabled and older people's organisations to discuss strategic accessibility issues.

Last year TfL successfully piloted the forums in the central and south sub-regions and they will now be rolled out to the remaining sub-regions during 2014/15.

Health and travel in London

Travel made by modes other than the car provide opportunities for improving the health of Londoners through physical activity, improving air quality, reducing road traffic collisions and noise, and reducing community severance.

For example, additional cycling London-wide is expected to give up to 6,000 extra years of healthy life and £250m of economic health benefits annually.

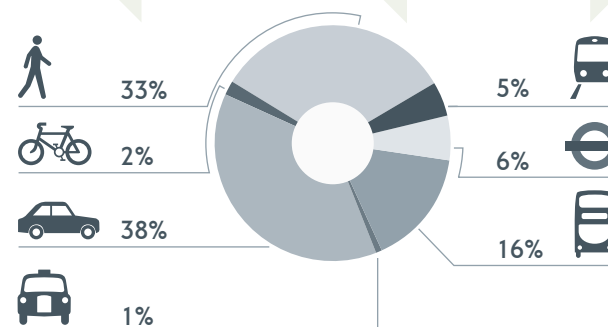
More on health and travel can be found in TfL's Transport Action Plan.

Modal share for London residents in the east and south east London sub-region*

9 per cent of trips in the sub-region are for education purposes, the highest proportion of any sub-region

100 million DLR journeys in 2012/13

52 per cent of journeys to the Isle of Dogs in the morning peak are by Underground

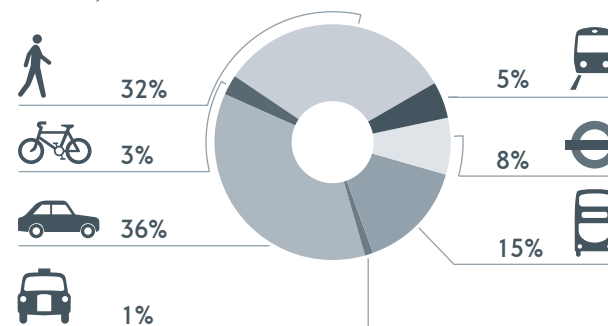


The Emirates Air Line carried 3.9 million passengers in the first two years of its operation

37 per cent of trips in the sub-region are under 1km

72 per cent of the sub-region's 4721 bus stops are accessible

London wide mode share, 2012



* Source: London Travel Demand Survey, 2011/12 (Average day/seven – day week)

Addressing the challenges

When the east and southeast London sub-regional Transport Plan was first developed in 2010 it helped to translate the Mayor's Transport Strategy (MTS) goals, challenges and outcomes at 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 having a concerted effort at a sub-regional level.

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

In addition five other challenges were identified and agreed for each sub-region.




On an individual basis, each east and southeast London local authority strives to deliver its responsibilities effectively and efficiently, in a very challenging financial and operational environment in order to address these and other challenges.

However, as a number of key issues are cross-boundary, key priority work areas were agreed for the sub-regions.





While each priority area can be addressed in isolation, the inter-related nature of these issues illustrate why an integrated approach is required. The following sections provide an update on the challenges and priority work areas.




Challenges in every sub-region

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

East and south east London-specific challenges

-  Manage highway congestion and public transport crowding and make efficient use of the transport network
-  Reduce physical barriers to travel (including proximity to the River Thames in east London) and improve resilience of the transport network
-  Ensure that the benefits of existing and funded transport investment are maximised
-  Support the efficient movement of goods and encourage sustainable freight movement

-  Improve connectivity to, from and within key locations to support existing communities and growth

What are the priority work areas?

- Olympics Legacy and Convergence   
- Transport investment for jobs and homes in opportunity areas    
- Investing in area, corridor and junction studies to address challenges on the road network    
- Sub-regional cycling strategy to promote increased mode share and investment  
- HS1-2 link 

Supporting growth areas and regeneration

Transport plays a key role in supporting growth and regeneration across the sub-region.

In a climate where London's population is growing faster than expected (with the population forecast to be nine million by 2018 and 10 million by the 2030s) the transport network will need to continue to expand to enable new communities to be developed, while stitching together existing ones and addressing key challenges such as deprivation, severance and environmental quality.

A significant proportion of the growth in the east and south east sub-region is projected to occur within the 12 Opportunity Areas and two Areas for Intensification.

Since the last update, work has continued on a number of key

growth areas in the sub-region, as summarised in the opposite table.

Growth Fund

The TfL Business Plan and associated investment will deliver significant transport benefits to growth areas, as well as supporting London's growth more widely through projects, such as Crossrail, Tube upgrades and further enhancements to London Overground. However, we identified that targeted transport investment was required to lever additional funding from other sources to address constraints that would otherwise prevent development.

The Growth Fund was therefore established as a £300m allocation, focused on priority areas in which transport improvements are the key to 'unlocking' growth areas.

Opportunity Areas and Intensification Areas in the Sub-region with recent activity

| Growth Area | 2013/14 Update |
|--|---|
| City Fringe | The City Fringe Opportunity Area Planning Framework (OAPF), including Old Street, is in the process of being drafted for consultation in 2014. |
| Greenwich Peninsula | The current masterplan for Greenwich Peninsula is being revisited to address new growth pressures and opportunities to improve links between the interchange and river services, the Emirates Air Line and development on the south of the peninsula. |
| London Riverside (including Barking Riverside and Rainham) | Work continues to develop schemes to support the development and regeneration of London Riverside, including Barking Riverside, along the A1306 and towards Rainham. Infrastructure could include the London Overground Extension, junction improvements, river services pier, improved bus links into the wider boroughs, creation of a strategic cycle network with links to the Barking cycle hub, together with a potential station at Beam Park. A further draft OAPF is expected later in 2014. |
| Lower Lea Valley and A12 | The London Legacy Development Corporation (LLDC) has developed the draft Legacy Corporation Local Plan which provides strategic policy guidance for development, as well as being a material consideration in the determination of planning applications within the area until 2030. TfL along with the LLDC and London Borough Tower Hamlets (LBTH) is undertaking a study to identify improvements to strike a balance between reducing severance and improving connections that could be made to the A12. Particular focus is placed on safe access to the new Bow School, improved access to the Bromley by Bow North Masterplan area and other potential improvements further south. |
| Royal Docks and Beckton Riverside | Work has continued through 2013 to understand what changes in transport are needed to support the significant growth of the Royal Docks. In 2014 a Transport Infrastructure Funding Study (TIFS) will be undertaken to address funding options for infrastructure such as the package of local walking and cycling projects which are in development. |

Appendix A includes the strategic transport interventions that have been identified to unlock and support growth within the Opportunity and Intensification areas.

London Plan projections for east and south east sub-region



Population
2.3m (2011)
2.9m by 2031



Jobs
830,000 (2011)
990,000 by 2031



Households
885,000 (2011)
1.2m by 2031

Convergence and Olympics Legacy

The commitment to support regeneration of east and south east London was a key part of London's bid to host the Olympic and Paralympic Games back in 2005.

Parts of east and south east London are some of the most deprived areas in the UK. In November 2009, the Strategic Regeneration Framework was published for the six growth boroughs, representing an ambitious vision for the future of east and south east London.

This reflects the desire to improve quality of life so that within 20 years, communities in east and south east London will enjoy the same social and economic opportunities as the rest of London.

Transport has a key role to play in supporting convergence and regeneration. Improving local connectivity is a key aspiration for convergence by breaking down the barriers to travel so that existing and future communities can access

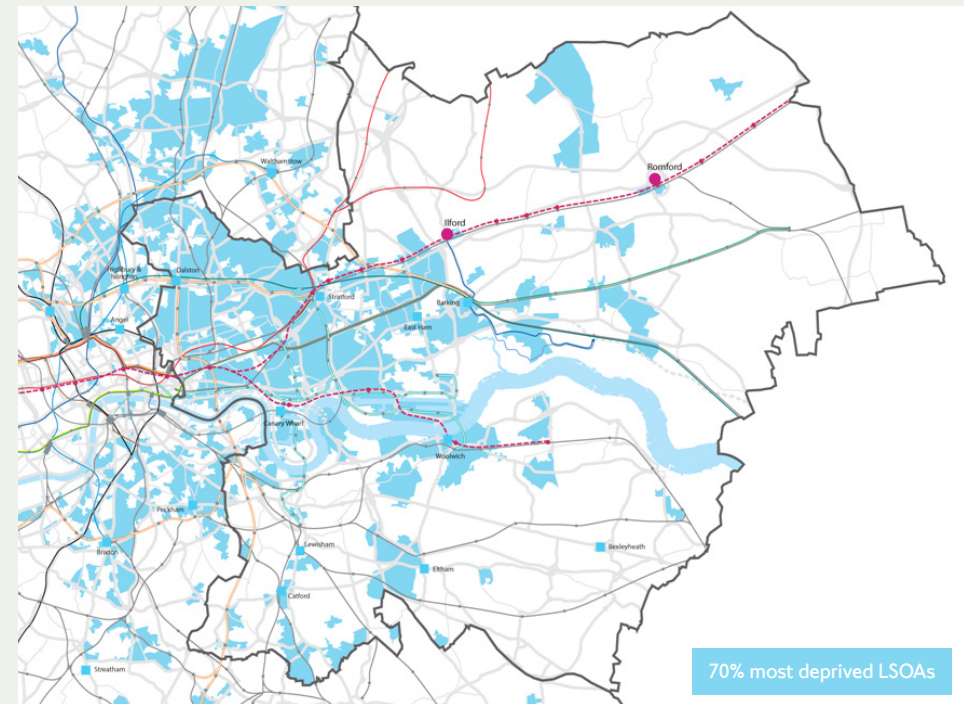
opportunities and services across east and south east London and beyond.

The Olympic Transport Legacy Action Plan highlights the potential transport infrastructure improvements necessary to deliver a longer term economic transformation in the six growth boroughs, including in tackling congestion and crowding, and is reflected within the priorities and interventions in the SRTP and poster.

As highlighted previously, significant growth is forecast in the sub-region and economic forecasting consultancy, Oxford Economics, has predicted that by 2030 the area will be one of the UK's most important growth drivers, with a net contributor to public finances worth £5.4 billion per year.

Initiatives like the Crossrail Tunnelling and Underground Construction Academy, on the border between Newham and Redbridge, are working to ensure Londoners have key skills required to work in tunnel excavation, underground construction and infrastructure in order to maximise employment opportunities.

Deprivation map of east and south east London



Delivering the vision for London's streets and roads

The RTF was established by the Mayor in July 2012 to tackle the challenges facing the Capital's streets and roads.

The RTF report, published in July 2013, sets out a new approach to managing London's streets to enable it to accommodate major population growth and remain one of the world's most vibrant, accessible and attractive cities.

Working in partnership with the boroughs, TfL will take forward the RTF's recommendations, including those that relate to the longer-term or to strategic studies.

The priorities for the sub-region include:

- » An assessment of the many proposals on and around the Inner Ring Road, North and South Circulars

- » The trial of 20 mph zones along two sections of the TLRN in the City
- » An assessment of the potential to shift some freight vehicles to out of peak operations
- » The development and assessment of new generation travel demand management measures for outer London
- » Understanding the implications of the RTF street-types and how they can be implemented to help steer policy and shape specific schemes in different locations.

Road Task Force east and south east London sub-regional schemes

Installation of traffic signal optimisation to reduce delays and improve journey time reliability

Preparation of the design stage of Bexleyheath Town Centre phase two improvement works

Romford town centre improvement works in 2014/15

Pilot Roads Task Force study to identify the opportunities to reduce the severance caused by the A12 and to unlock growth

A reassessment of the junction of the A2 at Deptford

Bow Vision feasibility study

Woodford Bridge town centre improvement works

Ongoing development of a river crossings package for East London, including Silvertown Tunnel

Crossrail complementary measures outside stations

LIP funding for Principal Road maintenance



RTF Vision for London

The RTF online interactive map illustrates the location of some of the challenges on London's road network. These represent some of the issues that have been considered by the Roads Task Force in formulating its report entitled 'The vision and direction for London's streets and roads'.

To view map go to:

<http://www.tfl.gov.uk/assets/downloads/corporate/road-network-challenges-map.pdf>

Improving air quality and meeting CO₂ targets

Congestion Charge discount

In July 2013, a new Ultra Low Emission Congestion Charge Discount was introduced to increase the proportion of cleaner vehicles in central London, helping to reduce CO₂ emissions and air pollutants.

Ultra Low Emission Zone

TfL has put forward proposals for the introduction of an Ultra Low Emission Zone (ULEZ) in central London by 2020.

The ULEZ focuses on reducing emissions from vehicles driving into central London.

A preferred proposal will be selected in the summer and taken forward for public consultation later this year.

Beyond central London, TfL are happy to work with boroughs to develop ULEZ proposals that meet their local requirements.

Next generation taxis

The Mayor announced in January 2014 that, subject to consultation, all new taxis presented for licensing should be zero emission capable from 2018.

The Mayor and TfL are exploring supporting measures to help the transition to these vehicles.

Transport Emissions Action Plan

A Transport Emissions Action Plan has been developed to identify initiatives to help London achieve the Mayor's target to reduce CO₂ and meet EU limit values for air pollutants.

The plan considers the current gap between meeting these targets and considers what can be achieved with committed funding. A summary document will be published in autumn 2014.

Mayor's Air Quality Fund

The Mayor's Air Quality Fund will provide up to £6m over the three year period to support local action to improve air quality.

Projects which received funding include clean air/low emission zones at schools, businesses and hospitals; working with the freight industry and trialling new technologies.

Mayor's Air Quality Fund – Initial east and south east sub-regional projects

| | |
|--|--|
| Tower Bridge anti-idling, Tower Bridge and surrounding streets | Anti-idling campaign tailored to discourage idling when Tower Bridge bascules are raised |
| Green Travel Corridor, Brockley Rise SE23 / Brockley Road SE4 | Project to improve air quality on a specific road link through community engagement and green infrastructure |
| Zero Emission Network Shoreditch – Expansion | Business engagement project to expand the existing Shoreditch Zero Emission Network into Islington and Tower Hamlets |
| Green Action Zone – South (GAZS) broadly covering Shoreditch, Hoxton and Haggerston | Project to develop green action zones in the borough with targeted package of interventions to improve air quality in each zone |
| Cleaner Greener Redbridge Schools | Project to improve air quality at three school sites in South Redbridge through education and green walls |
| Havering Air Quality Focus Areas – Romford, Rainham and Hot Spot Schools | Project to improve air quality in Romford through a business engagement programme and the provision of green infrastructure. Havering is looking to improve air quality across the borough in addition to the hot spots. |
| Barts Health NHS Trust Cleaner Air Project | Project to reduce traffic and idling across Barts NHS sites |

Making east and south east London safer

Road safety continues to be a key priority for the Mayor, TfL and the boroughs.

Fatal casualties were down by 37 per cent and KSIs (killed or seriously injured) were down by 36 per cent in 2013, against the 2005-09 baseline.

Improving the safety of vulnerable road users (VRUs) - those who walk, cycle or ride a motorcycle - is crucial to improving road safety, around 80 per cent of KSI casualties in London in 2013 were VRUs.

These groups experience a higher level of risk. A 40 per cent reduction in KSIs on London's roads by 2020 cannot be achieved without significant progress in reducing casualty numbers among these road users.

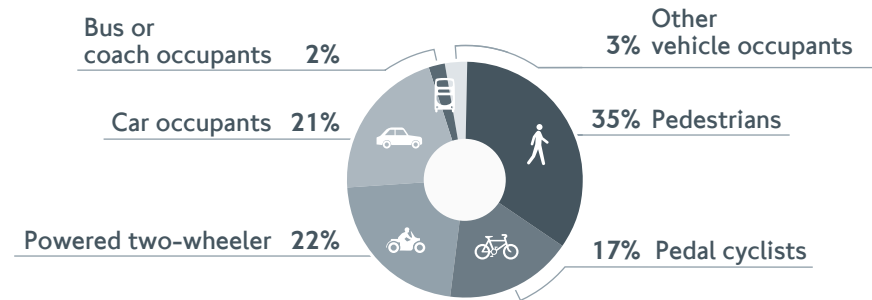
When considering different VRUs within the sub-region in 2013, pedestrian KSIs reduced by 43 per cent, while motorcycle KSIs reduced by 42 per cent.

Cyclist KSI casualties also increased, but this should be seen in the context of a considerable increase in cycling in recent years.

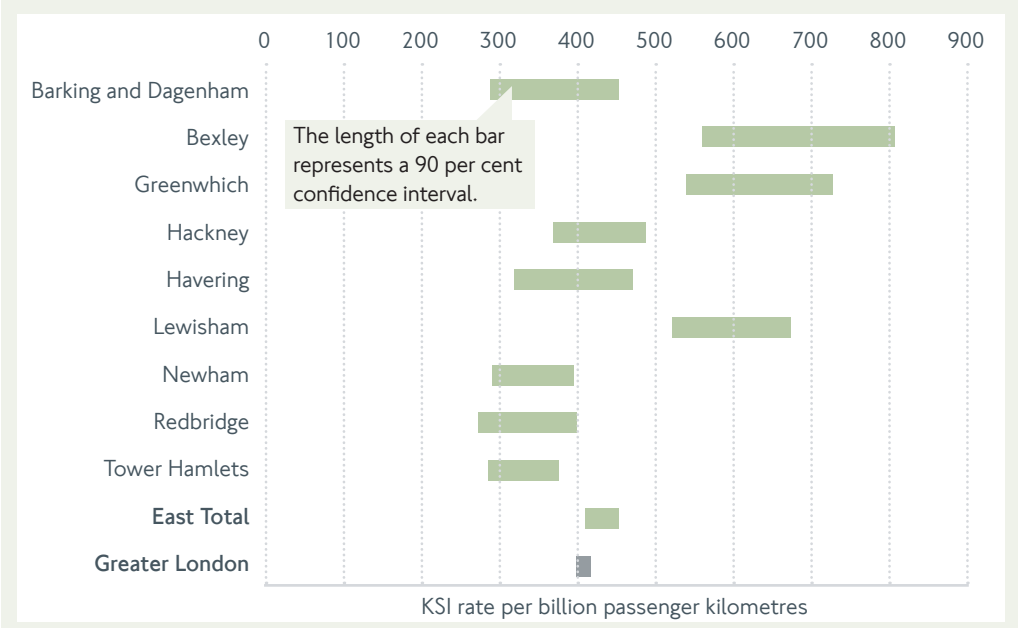
The graph shows KSI risk for VRUs in each of the sub-regional boroughs. Risk was calculated by mode and aggregated, with each mode weighted by its average modal share across all boroughs. This has the effect of normalising the risk levels with respect to mode share, so the difference between boroughs on the graph are those NOT explained by differing modal share. Some boroughs stand out as being above or below average, potentially meriting further investigation.

Trends and progress for these groups will be monitored and reported throughout the period of the Safety Action plan.

Killed or seriously injured casualties for all modes in 2013 – east and south east sub-region



KSI risk by east and south east London boroughs for vulnerable road users after normalisation to account for variation in mode share

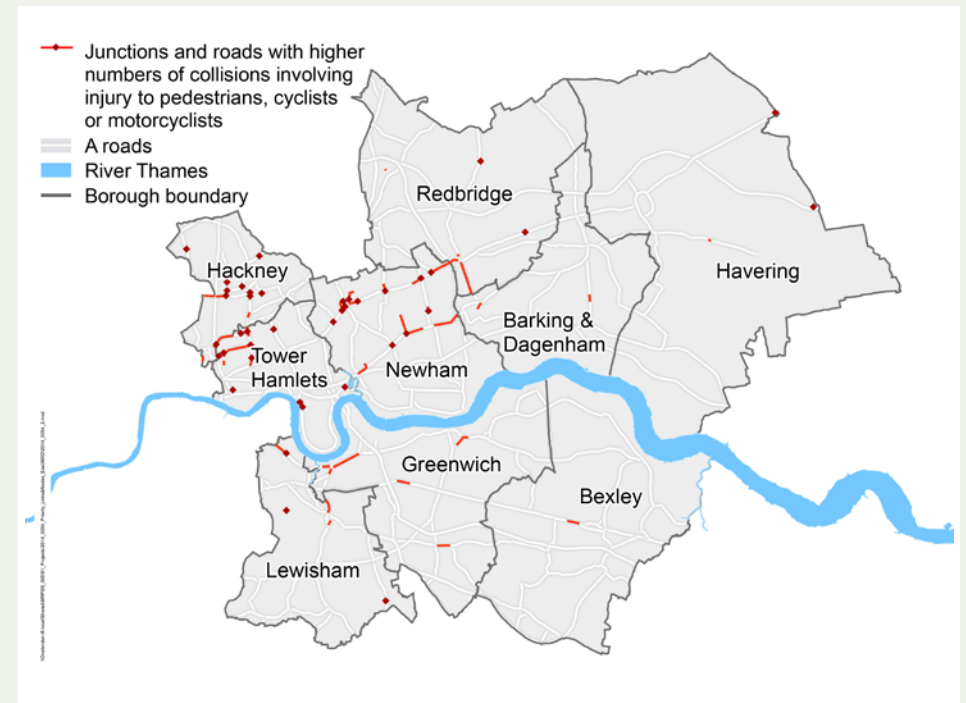


To assist the sub-region to identify locations where VRU collisions are over-represented, TfL has developed Road Safety Priority Lists. The Priority Lists are ordered according to the nodes or links with the largest number of collisions involving injury to a VRU. The map shows the Priority 1 sites (nodes or links) which are locations where VRU collisions are more than two standard deviations from the mean, and are therefore of highest priority. This map is a simplification of the borough road Priority List, a full map and a separate TLRN map are available on request.

Further information

Details of progress towards achieving the 40 per cent reduction in KSI casualties by 2020 and Road Safety Priority Lists can be requested from: DPRoadSafety@tfl.gov.uk.

Junctions and roads in the east and south east London sub-region with higher numbers of collisions involving injury to pedestrians, cyclists or motorcyclists



Transforming the role of cycling

Cycling is a core part of travel in London. Since 2001, the number of cycling journeys on the Capital's main roads has almost tripled.

Every day more than 580,000 cycle trips are made – more journeys than currently on the DLR. It is expected that by 2020 more than one million journeys a day will be made by bike, well above today's ridership on any Tube line.

The Mayor published his Vision for Cycling in March 2013. It sets out how cycling provision will be transformed to support the growing numbers of cyclists across London.

The Mayor's Vision outlines plans to invest more than £900m on cycling over the decade to 2021/22. An extensive network of cycle routes will allow simpler and safer access to and around London and local town centres.

The Cycle Superhighways – a network of radial routes into central London from all around the city – will be expanded. There

will be improvements to cycle links in the east-west direction.

In addition, there will be a network of Quietways across London that will provide routes for new and inexperienced cyclists. In central London, these will combine with the Superhighways to form a dense network or 'grid.'

As part of the vision to improve cycling safety, TfL is working with London boroughs to introduce a Safer Lorry Scheme (SLS) to increase the safety of lorry journeys in London. The SLS would bring all Heavy Goods Vehicles (HGVs) in line with current safety equipment standards.

More details on the cycle schemes which are to be implemented as part of the Mayor's Vision for Cycling are being announced throughout 2014. Please refer to the TfL website for the latest information.

Cycle Superhighways

High capacity Superhighways, mostly on main roads, for fast commuters

Quietways

Slightly slower than superhighways but still direct Quietways on pleasant, low-traffic side streets for those wanting a more relaxed journey

Central London Grid

Grid of high quality, high-volume routes, using a combination of Superhighways and Quietways (including EW and NS Cycle Routes)

Mini-Hollands

Three outer London boroughs to be transformed into Mini-Hollands, with very high spending concentrated on these relatively small areas



Addressing the sub-regional priorities in 2013/14

Collaboration between TfL and the sub-regional boroughs continues to address the area's transport challenges by working together to undertake research and enable projects to come forward.

Physical activity through sustainable transport approaches (PASTA)

This European funded research project will focus on the systematic promotion and facilitation of active mobility (ie walking and cycling including the combination with public transport use) as an innovative approach to integrate physical activity into individuals' everyday lives. In contrast to sports or exercise, active mobility requires less time and motivation, since it provides both convenience as a mode of transport and a healthy lifestyle. As such it has potential to reach parts of the population which have not been receptive to the appeals and benefits of sports and exercise.

The following projects were implemented within or by

the east and southeast sub-region during 2013 / 14:

Access for All

Continuing implementation of Access for All schemes, including at Honor Oak Park and New Eltham stations. This investment removed physical barriers to accessing National Rail and Overground services.

Continuous review of the bus network

TfL's network development process is a continuous activity reflecting the constant change in travel demand. Around 50 alterations were made to the bus network in 2013 to increase capacity, including peak and night time frequency increases, conversion to double-deck operation and route extensions.

Cycle Superhighway (CS) – CS2x

CS2 which was completed in 2013 has now been extended along Stratford High Street, providing a direct and convenient route between Aldgate and Stratford.

Cycle Superhighway (CS) – CS5

CS5 was implemented between New Cross and Oval where it intersects with CS7.

Eastway bridge two-way

An upgrade of the Eastway bridge provides improved two-way access for buses between Hackney Wick and the Queen Elizabeth Olympic Park area, and Stratford.



Addressing the sub-regional priorities in 2013/14

Major LIP and TfL schemes implemented in 2013/14

A11 East London Mosque, Tower Hamlets

The scheme involved the conversion of a staggered pedestrian crossing with limited storage space, to a widened straight-ahead crossing with much greater capacity to handle the large number of pedestrians who regularly visit the area, particularly for events at the Mosque.

A12 Newbury Park station, Redbridge

New traffic signals, linked to existing signals at King George Avenue, were introduced at the junction of the A12 Eastern Avenue and the access to Newbury Park station. This was to help alleviate fatal and serious collisions involving vehicles turning right into the station. The new layout is expected to improve road safety and lead to a decrease in the collision rate as traffic now receives dedicated green signals to undertake movements at the junction. The introduction of signals was also supported by London Buses, as rail replacement buses are now able to turn right out of the station without the need for additional traffic management.

Bexleyheath Town Centre (Phase 1)

The scheme involved the creation of new shared space areas, the removal of traffic signals, new paving, street furniture and lighting.

Chadwell Heath

Station access improvement works undertaken, including measures to improve pedestrian crossing facilities/footways, security and signage/information at Chadwell Heath station. (Scheme designed to complement the work undertaken to improve the public realm along Chadwell Heath High Road and proposed station improvements as part of the Crossrail scheme).

Hornchurch Town Centre

Improved town centre connections for pedestrians, localised widening of footpaths and the implementation of a central median strip within a 20mph speed zone. Re-aligned crossings, better lighting and a way-finding strategy. Cycling provision, bus stop accessibility and tree planting are also part of the scheme.

Manford Way, Hainault

The scheme seeks to regenerate the shopping high street, thereby increasing economic activity and footfall. Better use of the shared space allows the primary retail area to be more accessible and balanced for motorised traffic, pedestrians and cyclists.

Merry Fiddlers junction

The large scale junction improvements scheme supports the 'Total Locality' initiative in Becontree Heath to deliver a range of road safety and accessibility improvements (focusing on improving pedestrian access) and measures to tackle long-standing congestion/pollution issues.

Sydenham area improvements

The measures included footway widening, better crossings, plus improved cycle facilities and 'pocket' squares. In addition, realigned crossings and new managed loading and parking provision.

Investing to improve east and south east London from 2013/14

The following schemes have committed funding from sources including the TfL Business Plan and LIP funding.

Barclays Cycle Hire intensification programme

Barclays Cycle Hire is continually reviewing and monitoring demand for the scheme.

As part of the intensification programme, TfL will be delivering over 25 docking stations and more than 750 docking points across the network to improve accessibility and coverage.

By spring 2014 there will be more than 11,000 bikes, over 720 docking stations and around 19,000 docking points across the scheme.

Bus fleet technology

TfL fitted selective catalytic reduction (SCR) equipment to 900 buses with Euro 3 engines in March 2014 as part of a £10million NOx reduction programme jointly funded by the Department for Transport (DfT). This reduced the

tailpipe emissions of retrofitted vehicles by up to 88 per cent.

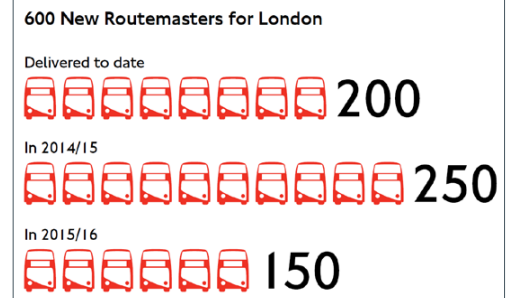
TfL will replace remaining Euro 3 vehicles by the end of 2015 with new buses fitted with the ultra-low emission Euro 6 engine and exhaust after-treatment system which reduces tailpipe emissions by up to 95 per cent. The two measures combined will result in a 20 per cent NOx reduction from the overall fleet by 2015, compared to 2012 levels.

TfL is tackling climate change through the rapid introduction of hybrid diesel-electric buses to the fleet and trials of all-electric vehicles. The current 660 hybrid buses are to be increased to 1,700 by 2016 which represents one in five vehicles. The Mayor aspires to increase this number further, so all buses operating in central London harness this technology by 2020.

The first two all-electric buses entered the fleet in December 2013 and will increase to eight in 2014. These will be evaluated in



operational service so a strategy can be developed for the wider adoption of zero-emission vehicles in the fleet and reduce emissions further. TfL will also be trialling rapid wireless induction charging and range extended diesel-electric buses in 2014/15 to understand the added contribution these initiatives can make.



Investing to improve east and south east London from 2013/14

Completion of the Thameslink Programme (2018)

The Thameslink Programme will increase train capacity on one of Europe's busiest stretches of railway - the Thameslink route north-south through central London.

Work is under way at London Bridge station and improvements have been made to the bus station at London Bridge and a new station concourse has opened by the Shard.

TfL is utilising best practice in Travel Demand Management, working in partnership with Network Rail and local authorities, in order to minimise disruption wherever possible.

Contactless ticketing expanded to the DLR, London Overground, trams and Tube

Since the launch of contactless payments using bank cards in December 2012 over five and a half million journeys have been made using contactless payment. To allow for even faster boarding, a reduction in bottlenecks, and to make it easier

for customers to pay for travel, contactless payment has now been introduced on bus services and will be extended to be used on the Tube, DLR, Trams and Overground.

Crossrail

Crossrail is a new railway that will link Reading, Maidenhead and Heathrow in the west, to Shenfield and Abbey Wood in the east. Less than five years after works began, Crossrail reached halfway point of its

construction in January 2014. The line's central section is expected to be operational by the end of 2018.

New Crossrail stations will provide a step change in access for people in East London with improved interchanges across the sub-region, including at Whitechapel, Canary Wharf, Custom House, Stratford, Ilford, Romford, Woolwich and at Abbey Wood.



Crossrail complementary measures

As a complementary measure TfL, Crossrail and the local authorities have developed public realm master plans for the environs of stations to be serviced by it.

Devolution of West Anglia suburban services

It was announced in 2013 that TfL will take over the National Rail routes between Liverpool Street, Enfield Town, Cheshunt (via Seven Sisters) and Chingford. TfL will use incentives to improve service reliability along the routes, together with taking over 23 of the 25 stations and upgrading them to London Overground standards.

Direct link between Hackney Downs and Hackney Central

The proposal provides a direct link between the two stations for passengers wishing to cross between the London Overground Network and the Lea Valley Lines. The proposed route extends from the end of the eastbound platform at Hackney

Central and onto the southbound platform at Hackney Downs Station.

DLR Double Tracking

The north route double tracking programme consists of doubling the single track sections of DLR between Bow Church and Stratford to improve reliability and recovery from delay, and allow an increase in frequency.

The project will be delivered in three phases.

Phase 1 consists of an additional section of double tracking either side of Pudding Mill Lane station and some active provision for phase 2. This takes advantage of an opportunity provided by Crossrail works and would be delivered by Easter 2014.

Phases 2 and 3 consist of the doubling the sections north across the Waterworks River to Stratford, and south across the A12 to Bow Church. They would be carried out concurrently and completed by 2018. Together they will enable two-minute headways.

DLR Pudding Mill Lane station

The new Pudding Mill Lane station is being built just to the south of the existing station and will be significantly larger than its predecessor. It will be able to handle large crowds from events at the Olympic Stadium as well as cater for the thousands of new homes planned for the area. The new station will be served by an enhanced train service from 2015, with trains operating every four minutes in each direction in the peaks (up from the current six minute intervals).

Electrification of the Gospel Oak to Barking line

There are committed plans to electrify the line in totality between Gospel Oak to Barking. The benefits include, but are not limited to, improving both air quality and quality of life for passengers/ areas in the vicinity of the railway; addressing capacity bottlenecks and blockades by providing parallel operational routes; address crowding issues; standardising

rolling stock and maintenance; allowing for more efficient operation of freight services; and providing reduced journey times for passengers on the route by enabling new travel opportunities.

Energy efficient street lighting

The energy efficient street lighting programme on the TLRN introduces LED lighting and a central management system (CMS) to control lighting levels according to time, location and traffic flow.

As well as offering considerable energy efficiencies, more than

50 per cent in some cases, LEDs provide better lighting control which reduces light pollution. CMS goes live in summer 2014.

Hackney Wick and Bromley-By-Bow Station improvements

The station improvements for Hackney Wick, with a new pedestrian connection linking together the proposed new spaces north and south of the railway station, are part of the wider Hackney Wick regeneration project. The works will deliver a new interchange and increase traffic flow through the area.



Investing to improve east and south east London from 2013/14

For Bromley-by-Bow, the intention still remains to deliver step free access and capacity improvements to support the increased traffic from local development and regeneration projects.

Implementing the Cycling Vision

The future of Cycle Superhighways, Better Junctions, Quietways, and greenways continue to be developed in light of the aspirations and direction set by the Mayor's Vision for Cycling.

Increase in Victoria line services

Increase in Victoria line services will result in 36 trains running per hour by 2016.

Improved local bus services

As detailed in the Business Plan 2013, TfL expects service levels to increase by three per cent and demand to increase by seven per cent over the next seven years. TfL will continue to keep the bus network under regular review

to ensure sufficient capacity is provided to serve London's growing population. Engagement with boroughs and other stakeholders will be central to this work.

TfL has undertaken initial liaison with Newham and Bexley in the East and south east sub-region, for example, to better understand their aspirations for bus changes post-Crossrail. Potential service revisions will be proposed later this year to enable further discussions with boroughs and other stakeholders.

Finally, the TfL Business Plan has allocated £200m over the period to 2020/21 for the development and implementation of schemes to give buses new priority at pinch points and along new high-quality bus priority corridors serving key growth areas. With around 80 per cent of bus services running on borough-controlled roads, TfL staff will work with borough officers to ensure that this is spent in the most cost-effective way.

Lea Bridge station

A new station at Lea Bridge, between Stratford and Tottenham Hale, will provide improved access from Waltham Forest and Hackney.

London Overground capacity increase

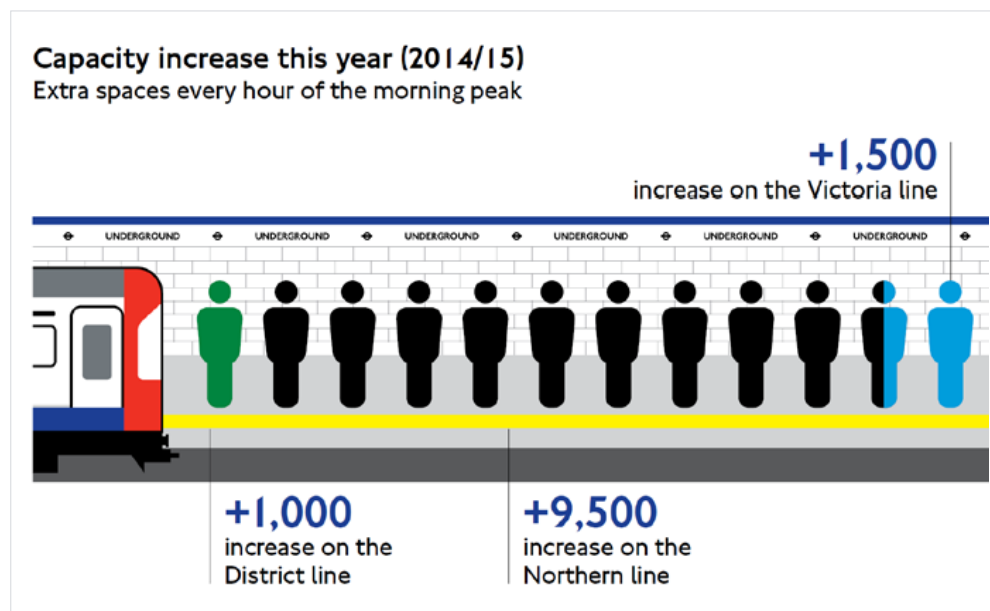
The Overground capacity increase programme is under way and includes the construction of longer platforms and the delivery of an additional 57 carriages by the end of 2015 that will increase the capacity of the service by 25 per cent.

Further station works are also being undertaken at Dalston Kingsland and Homerton.

National Rail, Control Period 5

There are a range of schemes identified in Network Rail's Strategic Business Plan, which is also a response to the DfT's High Level Output Specification. For the remainder of current Control Period 4, these include:

The remainder of the current Control Period 4 includes Access for All



schemes for Grove Park, Ilford, Limehouse, New Cross, New Cross Gate and Tottenham Hale.

The upcoming Control Period 5 (2014 –19) includes:

- » Twelve-car lengthening on some suburban services from Kent into Victoria and London Bridge – includes the three routes to Dartford, the Hayes branch and services from Orpington via Grove Park
- » West Anglia main line capacity increase – to allow four trains per hour to all stations to Stratford from the Lea Valley
- » Bow Junction remodelling – to allow more frequent outer suburban services to Liverpool Street following completion of Crossrail
- » There will also be some train lengthening on other routes where additional station infrastructure is not required
- » Station schemes and details will be worked up in due course

Night Tube service

A new 24-hour service will be introduced on the Tube at weekends from 2015. The Night Tube will run initially on the Piccadilly, Victoria and Jubilee lines as well as key sections of the Central and Northern lines.

Pedestrian projects

Pedestrian Countdown technology will continue to be rolled out across the sub-region. Key walking route projects are planned through 2014/15. Further significant expansion of the popular Legible London system is also under way.



In summer 2014, TfL is set to launch trials of world leading ‘intelligent’ pedestrian technology to make crossing the road easier and safer. This will include the introduction of video camera technology to automatically detect how many pedestrians are waiting at crossings and then adjust signal times accordingly. In addition, TfL is developing a ‘call cancel’ technology, which can detect when a pedestrian who has pushed the crossing button has either crossed or walked away.

Silvertown Tunnel

TfL is progressing proposals for a new full-gauge road tunnel at Silvertown using safeguarded land adjacent to the Blackwall tunnel, and to implement a user charge on both the new and existing crossing. This would alleviate the congestion routinely experienced at the existing crossing during the peaks as well as reducing both the frequency and impact of closures due to the attempted use of the tunnel by over-height vehicles. TfL

expects to submit an application for Development Consent for the Silvertown tunnel in 2014.

Source London

The Capital’s electric vehicle scheme, Source London, now provides more than 1,400 charge points with a commitment from the new operator IER to expand this to 6,000 by 2018.

Sub-surface line upgrades to rolling stock and signalling

All new trains with air conditioning and walk-through carriages are expected to be in service in 2016.

To improve accessibility, they will also have wider doors and walkways, lower passenger alarms and a smaller gap between the train and platform.

A signalling upgrade is planned on the District, Metropolitan, Circle and Hammersmith & City lines, which together make up 40 per cent of the network. This will enable a more reliable service with increased frequency and capacity.

Tottenham Hale - station upgrade, gyratory removal and public realm improvements

With the anticipated scale of growth around Tottenham Hale station, the completion of the adjacent new bus station, the committed and proposed upgrades to the West Anglia main line, together with the possibility of Crossrail 2, there will be increased demands on the station to perform as a first-class interchange.

Work is under way to create a larger station concourse, together with a new bridge to enable step-free access to all National Rail platforms. A new station entrance will also be created to access the Hale Village development. The station upgrade will improve interchange facilities and reduce journey times, providing better accessibility and legibility, and enhancing the pedestrian environment and customer experience.

Furthermore, the wider Tottenham Hale road network is currently undergoing major improvement work to convert the existing gyratory system back to two-way traffic operation in order to ease congestion and improve the local environment. This includes the delivery of a new integrated bus station and new station square, enabling a better interchange between public transport modes.

Trial of a 20 mph limit on the TLRN

Following the publication of the RTF report TfL will undertake a trial of 20 mph limit on the TfL Road Network (TLRN) in the City from summer 2014.



Major LIP and TfL Schemes from 2013 / 14

A10 Bishopsgate City corridor

The Bishopsgate corridor scheme will improve this major link and place in the City of London with the provision of wider footways for pedestrians at key points, an improved public realm through repaving and additional tree planting and additional cycle parking.

A21 Lewisham High Street

The proposal seeks to address connectivity around Lewisham High Street, principally through improving pedestrian crossing access across Courthill Road and Lewisham High Street.

Aldgate gyratory conversion

Simplified road layout with the conversion of St Botolph Street to two-way traffic. New public spaces, reduced severance, wider footways, accessible walking routes and simplified vehicle access arrangements, along with improvements for cyclists. Construction is scheduled to begin in summer 2014.

Bethnal Green town centre

Re-alignment of the carriageway, with an increased area available for the market and pedestrians (shared). New accessible bus stops, additional crossing points and improved lighting.

Bexleyheath town centre (Phase 2)

Phase 2 builds on previous work with proposals predominantly in Albion Road from Oaklands to its junction with Gravel Hill, and in Market Place, the pedestrianised area of Broadway. Key objectives for the scheme are: Albion Road - improved pedestrian and cyclist access and safety north-south overcoming the barrier posed by the road with redesigned key junctions to balance vehicle, pedestrian and cycling priority.

Bow Roundabout

TfL is working with local stakeholders on a number of parallel workstreams, including the development of CS2 extension to Stratford to deliver the Bow Vision and to improve the overall pedestrian/cyclist environment.

Charlie Brown's Roundabout

The aspiration is to fully signalise Charlie Brown's roundabout and provide improved facilities for pedestrians and cyclists, including signal controlled crossings on all arms.

Eltham High Street

This scheme is aimed at reinvigorating Eltham High Street through improved conditions for pedestrians, cyclists and public transport users and improving public realm without significantly reducing parking and loading provision.

Lewisham Gateway

The scheme involves the removal of the roundabout opposite Lewisham station which will be replaced by a new road layout and a new development that connects the existing town centre with the railway and DLR stations. A relocated, larger bus interchange will result.

Narrow Way, Hackney

This scheme seeks to address bus congestion and poor public realm issues in Narrow Way by re-routing buses along Amhurst Road and introducing measures to create a more pedestrian and cycle-friendly environment in the town centre. The scheme also aims to improve road safety.

Investing to improve east and south east London from 2013/14

Romford station approach, Victoria Road and The Battis

The scheme looks to provide an enhanced and integrated public realm experience and approach to Romford station, to and from residential hinterlands and along Victoria Road. This will include an integrated palette of lighting, furniture and paving materials, repaving and resurfacing, bus stop accessibility improvements, new lighting and cycling facilities. Key issues of safety and a poor public realm will be tackled.

Stoke Newington gyratory

TfL is working with the London Borough of Hackney to identify ways of improving the town centre for local people and businesses. As part of the proposals the road layout is being examined to see if there is scope to remove some of the one-way streets to reduce severance and improve access for buses and cyclists along the high street.

Stratford gyratory

TfL will work with LB Newham to determine what improvements for pedestrians and cyclists can be made at this location.

Woodford Bridge town centre

Plans will reconnect the eastern and western section of the town centre by creating a better quality public realm and improving the pedestrian environment and overall accessibility. It will also involve installing cycle facilities and encouraging access to the Roding Valley Way cycle link, as well as smoothing the traffic flow.

Woolwich Road/A102

Improvements for cyclists will be implemented as part of CS4 and as part of the 33 identified junction improvements planned across London.



Future opportunities

Many challenges in the sub-region will still remain after the committed initiatives set out in the TfL Business Plan and LIP programme are completed.

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 the sub-regions and more widely.

The following projects can be further explored to work towards addressing the challenges.

A13 Renwick Road junction improvements and Lodge Avenue flyover replacement

Planning conditions for the Barking Riverside development include a number of improvements to junctions on the A13 to enhance access to the development and minimise the impact of the development on local roads. Improvements to the Renwick Road/A13 junction are staged as the development progresses.

In order for the full 10,800 homes to be built the junction at Renwick Road would need to be fully grade separated, allowing all movements. The timing of implementation will depend on the rate of build at Barking Riverside and funding.

The Lodge Avenue scheme to replace the two lane flyover is funded within the Highways Agency Design, Build, Finance and Operate contract for the A13 and is scheduled to take place in 2025.

Airport surface access and the Airports Commission

Supporting sustainable access to all London's airports is a key challenge for all sub-regions. TfL will continue to work with the airports through Transport Forum Steering Groups, together with the boroughs and other organisations, such as Network Rail, to support the Government's requirements for sustainable aviation while mitigating its impacts.

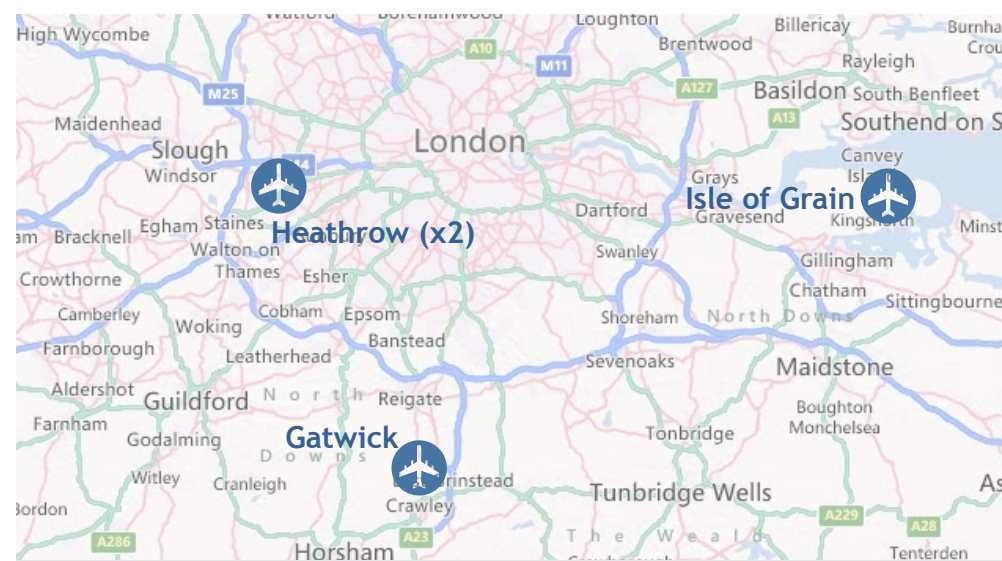
The Airports Commission has been set up by the Government to tackle the UK's aviation hub capacity shortage.

In December 2013 three options were shortlisted for Gatwick and Heathrow. TfL's Aviation Unit has supported the Mayor in building a robust case for a new hub airport to the east of London and in 2014 will continue work with the Commission to investigate options. The Commission plans to publish a final recommendation in 2015.

Bakerloo line extension

A proposed extension of the London Underground line to south and south east London from its current terminus at Elephant & Castle.

This extension has the potential to improve transport connectivity in south east London and provide capacity relief to the existing National Rail routes into central London. It could also support development and regeneration at key points along its route.



Options for new airport capacity under consideration by the Airports Commission

Future opportunities

Beam Park station

A station has been previously proposed on the Essex Thameside line at Beam Park, within the London Riverside Opportunity Area and promoted by the London Borough of Havering. It is proposed to be located on Marsh Way between Dagenham Dock and Rainham stations. It would serve existing communities and new developments in the nearby A1306 area, and improve access into the Strategic Industrial Location in the vicinity.

Crossrail complementary measures

In order to support transport interchange improvements around Crossrail stations within London, and alongside Crossrail and Network Rail's separate investment, TfL has identified in its Business Plan a total funding budget of £28.5m to be spent over four financial years (2015/16 -2018/19).

TfL's Crossrail Complementary Measures (CCM) funding programme

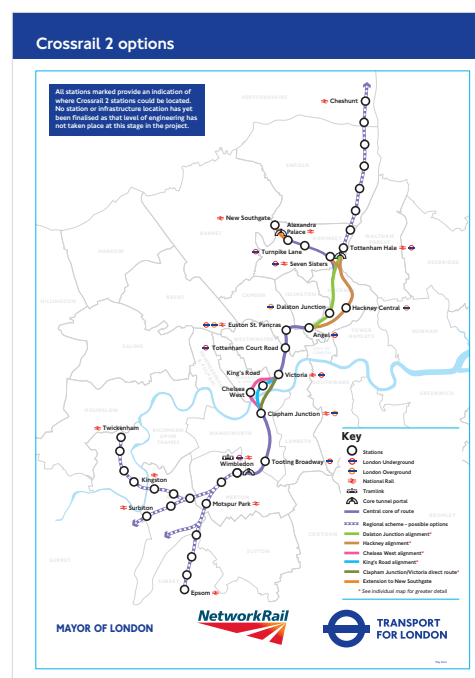
supports the ambition and priority to see improvements outside every Crossrail station in London in order to deliver an enhanced urban realm and transport interchange. The CCM funding will be predominantly used for the core area works at stations outside of the central area. The initial part of the process requires boroughs to submit a scoping application by the 1st August 2014 for each station for which funding is being sought.

Crossrail extension to Ebbsfleet/Gravesend

The sub-regional boroughs support the idea of extending Crossrail from Abbey Wood to Ebbsfleet in the future, including the proposed Garden Cities. This would provide an additional access point for HS1 and strengthen connectivity to north east Bexley and Kent.

Crossrail 2

To help address future expected growth, the MTS identifies the need for longer-term additional rail capacity along the north east



Please refer to consultation website:
<https://consultations.tfl.gov.uk/crossrail/june-2014/>

to south west corridor, passing through central London.

The need for Crossrail 2 is further strengthened by a significant increase predicted in National Rail use on lines into the major London terminals, including the proposed High Speed line (HS2) into Euston.

A route for Crossrail 2 is already safeguarded. TfL is undertaking a review of this safeguarded alignment to identify where possible changes should be made to ensure the route fully maximises the benefits for London and meets its future needs.

The review has identified two alternatives: the Metro scheme and the Regional scheme. Engineering feasibility advice has already shown that both options are feasible and after undertaking further feasibility work and analysing results from the 2013 consultation, the Regional scheme is the preferred option.

Following on from the positive consultation in 2013, there is a second consultation which focuses on station options along the route alignments. This is running for 6 weeks from June 9th-July 25th 2014. There are 3 key areas which are being looked at:

- » Two route alignment options north of Angel serving Hackney or Dalston Junction;

- » An alternative option for a possible new station in Chelsea; and
- » A short extension of the route from Alexandra Palace to New Southgate.

The results from this year's consultation will help to form the basis of a safeguarding recommendation to the DfT later in 2014.

Following the consultation, a number of boroughs raised the possibility of an eastern branch to Crossrail 2. In response to this, TfL and Network Rail have investigated the feasibility of options and the potential demand for such an alignment, both in the context of the population and employment projections and taking account of other transport investment in the sub-region, including Crossrail. At present, it is proposed that Crossrail 2 would be designed to allow the possibility of an extension further east (beyond Hackney, which would be served under current proposals) should a case be identified as part of ongoing work.

Custom House Gateway

Custom House will become a key gateway when Crossrail starts to operate. In order to maximise its potential additional infrastructure is required to establish a world-class interchange, including improvements to DLR station capacity / environment, improved public realm, bus standing/ stopping space and improving local connections to the interchange.



Devolution of South Eastern suburban services

The Mayor continues to support giving TfL a greater say in operating some of the National Rail routes

in London in order to improve service standards. Train routes wholly or mostly within London would be 'devolved' to TfL, meaning that it would appoint the train operator, not the DfT.

DLR network capacity enhancements

With the growth forecast in the sub-region, particularly within the Opportunity Areas, together with the need to look at renewing the DLR fleet, new railcars will be required in the future to enhance capacity across the network.

Further capacity enhancements are expected with the new DLR franchise, which will run from 2014 to 2021.

DLR station upgrades

Upgrades are planned to DLR stations across the network in order to accommodate growth including Royal Albert, Beckton Park, Pontoon Dock, Royal Victoria and Gallions Reach.

Hackney highway improvements

The London Borough of Hackney are in the process of reviewing some of their historic traffic management systems to assess whether there is scope to modify or remove these and what the likely cost-benefits may be.

In south east Hackney there is a large one-way network/system. The roads form key distributor routes in this area carrying a significant volume of traffic to and from the A12 (M11 Link) - as one of the few east west routes in east London providing connectivity through the Lower Lea Valley. The current operation of these roads encourages high vehicle speeds, in what are predominantly residential environments, create severance, result in incoherent and unaligned public transport services, and are a significant barrier to cyclists and cycle permeability.

Hackney regularly receives representation from residents, members and stakeholders / campaign groups to review and remove this one-way network and the associated issue it creates.

Future opportunities

HS1 – 2 Link

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

Improving Night bus services

The new 'Night Tube' network will complement existing 24-hour and Night bus services, giving passengers an extensive and integrated service throughout the night. Where the weekend Tube service is running, there are likely to be reduced capacity requirements. TfL will also review connections in the suburbs from the Night Tube network.

Local links including bus priority opportunities

One of the biggest challenges for the sub-region is to improve local connectivity throughout the wider sub-region, together with maximising the investment that is ongoing for projects such as Crossrail.

Through working with the Partnership, together with parallel programmes such as OAPFs, a number of connection opportunities have been identified which warrant further investigation in the future. These include, but are not limited to, links from:

- » Crossrail stations to the wider boroughs and the sub-region
- » Custom House Gateway to the wider Royal Docks and Newham
- » Barking to the Royal Docks
- » Greenwich Peninsula and Woolwich into the wider borough
- » Eltham/Kidbrooke/North Greenwich
- » Intra-Opportunity Areas local connectivity, eg London Riverside
- » Dagenham Dock and Rainham stations, together with the proposed station at Beam Park, to the wider borough
- » Abbey Wood to the wider

borough, such as Bexleyheath, and Opportunity Areas, such as Thamesmead and Bexley Riverside.

London Overground extension to Barking Riverside

TfL, working with the London Borough of Barking and Dagenham, the Greater London Authority and Barking Riverside Limited, are seeking Government funding for an Overground extension to serve a major development site at Barking Riverside.

This extension would see the Gospel Oak to Barking line extended to a new station at Barking Riverside.



This would help to unlock one of the largest consented development sites in east London which has the potential to accommodate more than 10,000 new homes.

TfL will continue to develop the case for the extension with a favourable outcome hoped for in 2014/15.

London Overground or DLR extension to Bromley

A range of options have been considered to increase connections to Bromley, including extensions to the DLR and London Overground. Further feasibility is required. Extensions have been explored for their potential to support the developing Opportunity Area at Bromley town centre.

New Tube for London programme

As a coordinated series of line upgrades for the Bakerloo, Piccadilly, Waterloo & City and Central lines, the New Tube for London programme will form the next generation of line upgrades and aims to deliver asset renewals in a more comprehensive, consistent and systematic manner.

The first deliverable is a new generation of trains across the various lines. This provides a unique opportunity to transform the customer experience and the operation and maintenance on the deep Tube lines through technology-enabled change and asset renewals.

Queens Road Junction Improvements

The Queens Road Junction Improvements scheme in Erith is a major infrastructure scheme of both sub-regional and local significance. The scheme, while addressing congestion, could contribute to the creation of more commercially viable and attractive development initiatives providing a crucial uplift for Erith and in the major growth area of Belvedere, including the Bexley Riverside Opportunity Area to the north west.

River Services expansion, including pier upgrades

There is potential to use the River Thames to a greater extent in the sub-region, linking in with development and growth as it progresses.



A number of sites have been identified which could benefit from new piers and river services, for instance the Royal Docks.

Highway river crossings

In addition to the proposed road tunnel at Silvertown, TfL is developing options for further possible new river crossings in east and south east

London to improve connectivity, enhance the resilience of the highway network, and provide the transport to support growth and development. Infrastructure could include:

- » A replacement ferry at Woolwich
- » A ferry at Gallions Reach
- » A bridge at Gallions Reach

» A bridge at Belvedere
TfL is currently consulting 7 June – 12 Sept 2014 on these options and responses will inform decisions on next steps. Previous consultations demonstrated very strong support for more crossings, with a variety of views on the most appropriate schemes and locations.

Future opportunities

Stratford International station regional/international interchange

Stratford International station is currently served by HS1 commuter services, providing high-frequency radial connectivity into Kent and central London, together with DLR services towards Beckton and Woolwich.

However, it is a key aspiration of the sub-region for international trains to stop at the station in the future to make Stratford, which is already one of the best connected stations in the country, an international gateway for the sub-region.

Surrey Canal Road station

An intermediate station on the South London line route of the London Overground between Surrey Quays and Queen's Road Peckham.

This station would increase accessibility to an isolated area and support the regeneration of previously industrial land.

West Anglia Main Line four-tracking

TfL continues to work with Network Rail and the DfT on the provision of a much-enhanced inner suburban, outer suburban and airport service along the West Anglia Main Line. This would involve four-tracking of some or all of the route between south of Tottenham Hale and Broxbourne junction.



Funding

In December 2013, TfL published its Business Plan which sets out proposals to deliver the MTS over the coming decade.

The targeted investments outlined in the plan will support economic growth through increased capacity and connectivity, as well as achieving wider aims to improve Londoners' quality of life.

The most recent spending review resulted in a 25 per cent cut to

TfL's operational funding from central Government. However, TfL's key role in London's growth is reflected in the protection of our capital grant to 2020/21.

We remain committed to delivering key projects including major Tube line and station improvements, road upgrades and rail capacity increases.

Where necessary we have stopped or reduced the scale of our lower-priority activity, and we are

developing commercial third-party revenue schemes and innovative solutions to further reduce costs.

We work in partnership with borough councils which we fund through a combination LIPs and project-specific funding for Mayoral and borough priorities, many of which have been described in this plan.

TfL is working with the boroughs to reduce costs and enable them to do more with LIP funding.

Match funding

The gap between what is assumed to be funded and what is required widens over time within the central sub-region.

The importance of working in partnership with businesses, Business Improvement Districts and other third parties is critical to securing match funding and to maximise delivery.

Potential funding sources for future match funding

- » TfL LIP programme
- » Horizon 2020
- » BID funding
- » Clean Air Fund 2
- » Mayor's Air Quality Fund
- » Incubator Fund
- » Local Authority EMAS and Procurement (LEPT)
- » Road Strategy
- » S106
- » Community Infrastructure Levy
- » OLEV

Summary of funding allocations 2014/15

| Borough | | | | | 3 year funding |
|--------------------|---|------------------------------------|---------------------------------|-------------------------------|---------------------------------|
| | Corridors, neighbourhoods and Supporting measures (£,000) | Principal road maintenance (£,000) | Local transport funding (£,000) | Major schemes funding (£,000) | Borough cycle programme (£,000) |
| Barking & Dagenham | 1,509 | 560 | 100 | 0 | 416 |
| Bexley | 1,659 | 1,125 | 100 | 500 | 371 |
| Greenwich | 2,454 | 882 | 100 | 341 | 462 |
| Hackney | 2,085 | 311 | 100 | 95 | 606 |
| Havering | 2,189 | 567 | 100 | 200 | 596 |
| Lewisham | 2,233 | 365 | 100 | 0 | 657 |
| Newham | 2,321 | 903 | 100 | 0 | 905 |
| Redbridge | 2,360 | 632 | 100 | 1,700 | 680 |
| Tower Hamlets | 2,382 | 321 | 100 | 800 | 695 |
| TOTAL | 19,192 | 5,666 | 900 | 3,636 | 5,389 |

For more budget information and a more extensive scheme list refer to the TfL Budget for 2014/15.

Appendix A:

Significant schemes that unlock and facilitate growth

Significant schemes that unlock and facilitate growth

| Growth areas within the sub-region | Significant Schemes | Contributes to unlocking and facilitating: | |
|---|---|--|--------|
| | | Homes | Jobs |
| Bexley Riverside Opportunity Area | Crossrail (2018) Crossrail complementary measures Crossrail 2 (2030) Crossrail extension to Ebbsfleet/Gravesend Safeguarding for highway river crossings | 4,000 | 7,000 |
| Charleton Riverside Opportunity Area | Silvertown Tunnel | 3,500 | 1,000 |
| City Fringe Opportunity Area | Crossrail (2018) Crossrail complementary measures Crossrail 2 (2030) Crossrail extension to Ebbsfleet / Gravesend DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking Northern line frequency enhancements Aldgate highway and public realm improvement project | 7,000 8,700 (FALP) | 70,000 |
| Deptford Creek / Greenwich Riverside Opportunity Area | Bakerloo line extension DLR network capacity enhancements (inc stabling) DLR station upgrades Custom House Gateway DLR Double Tracking New Surrey Canal Road station | 5,000 | 4,000 |
| Greenwich Peninsula Opportunity Area | Increased Jubilee line timetable improvements Silvertown Tunnel Transport schemes emerging from Masterplan including bus station options | 13,500 | 7,000 |
| Ilford Opportunity Area | Crossrail (2018) Crossrail complementary measures | 5,000 | 800 |

Significant schemes that unlock and facilitate growth

| Growth areas within the sub-region | Significant Schemes | Contributes to unlocking and facilitating: | |
|---|---|--|-------------------------|
| | | Homes | Jobs |
| Isle of Dogs Opportunity Area | Crossrail (2018) Crossrail complementary measures DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking Increased Jubilee line timetable improvements Silvertown Tunnel | 10,000 | 110,000 |
| Lewisham, Catford and New Cross Opportunity Area | Bakerloo line extension DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking New Surrey Canal Road station | 8,000 | 6,000 |
| London Riverside - Barking Riverside Opportunity Area | Beam Park station DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking London Overground extension to Barking Riverside Safeguarding for highway river crossings A13 / Renwick Road junction improvements East London Transit extensions | 25,000 26,500 (FALP) | 14,000 16,000 (FALP) |

Significant schemes that unlock and facilitate growth

| Growth areas within the sub-region | Significant Schemes | Contributes to unlocking and facilitating: | |
|--|--|--|--------|
| | | Homes | Jobs |
| Olympics Legacy SPG Area and Lower Lea Valley (including Stratford) Opportunity Area | <ul style="list-style-type: none"> Crossrail (2018) Crossrail complementary measures Crossrail extension to Ebbsfleet / Gravesend DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking Increased Jubilee line timetable improvements New Lea Bridge station (2014) Silvertown Tunnel Stratford International Station Interchange Hackney Wick Station upgrade DLR Pudding Mill Lane Station | 32,000 | 50,000 |
| Royal Docks and Beckton Waterfront Opportunity Area | <ul style="list-style-type: none"> Crossrail (2018) Crossrail complementary measures Crossrail extension to Ebbsfleet / Gravesend DLR network capacity enhancements (inc stabling) DLR station upgrades Custom House Gateway DLR Double Tracking Safeguarding for highway river crossings Silvertown Tunnel | 11,000 | 6,000 |
| Thamesmead & Abbey Wood Opportunity Area | <ul style="list-style-type: none"> Crossrail (2018) Crossrail complementary measures Crossrail extension to Ebbsfleet / Gravesend Safeguarding for highway river crossings Silvertown Tunnel | 3,000 | 4,000 |

Significant schemes that unlock and facilitate growth

| Growth areas within the sub-region | Significant Schemes | Contributes to unlocking and facilitating: | |
|------------------------------------|--|--|--------|
| | | Homes | Jobs |
| Upper Lea Valley Opportunity Area | Angel Road station upgrade (2017) Crossrail 2 (2030) Crossrail extension to Ebbsfleet/Gravesend Devolution of West Anglia suburban services (2015) West Anglia Main Line capacity enhancements Electrification of Gospel Oak – Barking line Increased Victoria line capacity New Lea Bridge station (2014) Seven Sisters station rail capacity interchange enhancements (2014) STAR – Stratford to Angel Road rail enhancements Stratford to Upper Lee Valley rail enhancements providing a four train per hour service (2017-2018) Tottenham Hale station upgrade, gyratory removal and public realm improvements (2016) | 9,000 20,100 (FALP) | 15,000 |
| Woolwich Opportunity Area | Crossrail (2018) Crossrail complementary measures Crossrail extension to Ebbsfleet / Gravesend DLR network capacity enhancements (inc stabling) DLR station upgrades Custom House Gateway DLR Double Tracking Silvertown Tunnel Woolwich Ferry upgrades | 5,000 | 5,000 |
| Dalston Area for Intensification | Crossrail 2 (2030) | 1,700 | 1,000 |
| Kidbrooke Area for Intensification | Silvertown Tunnel | 2,500 | 400 |

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