



Roads Task Force progress report

March 2014

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

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Foreword

A message from the Mayor

In London, we face huge challenges on our roads and streets, but also great opportunities as we seek to shape our city, support economic growth and make it a more liveable place. In short, smarter management of our roads and streets will ensure London remains the world's best big city and an even better place to live, work, visit and invest in.

We know that London's population is set to grow by almost two million to 10 million by 2031 – equivalent to absorbing the combined populations of Birmingham and Leeds – so action is needed now if our roads are to cope.

That is why, in 2012, I set up an independent Roads Task Force (RTF) comprising a diverse group of road users, developers, utilities, boroughs and Transport for London (TfL). Over the course of a year, the RTF team of experts examined all the evidence and looked at the best and most innovative solutions being adopted in other cities around the world.

The RTF report, published last summer, set out a vision for 'world-class streets and roads fit for the future' and identified the steps we need to take now and in the long term. The report focused on three core aims:

- To enable people and vehicles to move more efficiently on London's streets and roads
- To transform the environment for cycling, walking and public transport
- To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life



Some of the report's ideas – re-timing freight deliveries, for instance – were familiar; others, such as investigating the building of new road tunnels to create better open spaces above ground for people to enjoy, were more radical. All in all, they amounted to a bold, innovative and imaginative blueprint for the future of London's streets and roads, and I accepted the recommendations wholeheartedly.

Since last summer the Greater London Authority (GLA), TfL and other stakeholders have been hard at work turning theory into practice.

I said when the report was published that this was the start of the journey, not the end. Well, now we're on our way.

A handwritten signature in black ink, which appears to be 'Boris Johnson'.

Boris Johnson, Mayor of London

21st century roads

How we are investing in roads and places and getting more out of the existing network

Twenty per cent of all congestion on the UK's roads occurs in London, and it costs the Capital's economy at least £4bn a year. With streets accounting for 80 per cent of London's public spaces, growing importance is being placed on providing high quality places that make the Capital a more attractive place to live and work.

With 24 million journeys being made by people and freight on the Capital's roads every day – and the number expected to continue growing – the case for action now could hardly be clearer.

The RTF vision foresees, among other things, a world-class public realm, efficient road links and junctions, roofing over arterial roads to create new surface space, greater use of technology,

TfL has already doubled the allocation for new investment to £4bn

more 20mph zones and more flexible use of road space. In response, TfL has already doubled the allocation for new investment to £4bn and will continue to seek ways to meet the longer-term costs.

A total of 50 projects valued at more than £2m each are already under way. These involve 17 major projects and 33 transformed junctions, which will support new homes and jobs, and tackle congestion.

They include, for instance, redevelopment of the IMAX roundabout at Waterloo as part of



the regeneration of the Waterloo station area. Currently at design stage, this will create better interchange facilities at the station as well as new public spaces and improved facilities for cyclists.

Other major transformations are planned at Vauxhall Cross, to meet local aspirations for a new high street and encourage development opportunities, and at Wandsworth, where

designs are being drawn up to decrease traffic dominance in the high street and help rejuvenate the town centre. Public consultations on both schemes will begin later this year.

There are also major proposals to transform the King's Cross and Euston Road areas. Improvements to safety, accessibility and the urban realm are at the heart of a four-

phase scheme, which is being developed in partnership with the local boroughs. Once complete, these will support 2,000 homes and 25,000 jobs in King's Cross and 4,000 homes and 9,500 jobs in Euston.

These and other schemes can be seen on pages 8 and 9. More information can be found under Improvements and Projects at tfl.gov.uk.



Redevelopment of Elephant & Castle aims to create a vibrant new public space and a safe, efficient way to travel through the area.

Elephant & Castle

Excessive traffic noise and air pollution, significant bus congestion, poor facilities for pedestrians and cyclists, and the worst collision record for all comparable junctions in London... there's plenty not to like about Elephant & Castle's ageing and congested road system.

This is why the redevelopment of the northern roundabout is at the heart of one of London's biggest regeneration projects, creating 5,000 new homes and 4,000 jobs.

At peak periods, up to 4,000 private vehicles use the roundabout, along with more than 1,300 bicycles and buses carrying 135,000 passengers a day. A further 16,000 pedestrians an hour negotiate the system, mostly confined to narrow subways.

TfL's radical plans will improve the facilities for road users and the local environment for residents. The existing roundabout will be converted into a 'peninsula' layout with a single, key junction and there will be ample space

to sit, eat or simply pass through. Dedicated cycling facilities will be created, new surface crossings will replace the pedestrian subways and accessibility will be improved at the eight bus stops.

Design is currently under way and proposals will go out for consultation this spring, with public realm elements being consulted on in the summer.

50 projects valued at more than £2m each are already under way

Euston Circus

The improvement scheme for Euston Circus – which links Euston Road, Tottenham Court Road and Hampstead Road – has seen a new public space created with wider pavements, better crossings, cycle parking, new trees and landscaping, and Legible London signs to guide pedestrians.

As part of a partnership with the London Borough of Camden and British Land, a bus lane has also been introduced westbound

from Gower Street to Tottenham Court Road on the slip lane outside University College London Hospital (UCLH). The junction has been designed so that it can be easily adapted to allow a contraflow bus lane along Tottenham Court Road.

This project supports development and revitalises the local area. There are now better facilities for cyclists, pedestrians and for people travelling by bus to UCLH, and a simplified junction layout for motorists.



The Euston Circus improvement scheme has revitalised the local area.

Better Junctions Site Locations

TfL's Business Plan includes provision for substantial cycle infrastructure improvements at 33 locations across London.

Major Projects Site Locations

TfL's Business Plan includes provision for significant improvements to your streets, including the 17 locations shown across London.

Better Junctions Site Locations

- 1 Aldgate Gyrotory
- 2 Apex Junction (part of Shoreditch Triangle)
- 3 Archway Gyrotory
- 4 Blackfriars
- 5 Borough High Street / Tooley Street Junction
- 6 Bow Roundabout
- 7 Chiswick Roundabout / Kew Bridge Junction
- 8 Elephant & Castle Northern Roundabout
- 9 Great Portland Street Gyrotory
- 10 Hammersmith Broadway Gyrotory
- 11 Highbury Corner
- 12 King's Cross
- 13 Lambeth Bridge Northern Roundabout
- 14 Lambeth Bridge Southern Roundabout
- 15 Lancaster Gate Gyrotory
- 16 Marble Arch Gyrotory
- 17 Nag's Head Gyrotory
- 18 Old Street Roundabout
- 19 Oval Triangle
- 20 Parliament Square
- 21 Rotherhithe Roundabout
- 22 Spur Road Gyrotory
- 23 St Paul's Gyrotory
- 24 Stockwell Gyrotory
- 25 Stratford Gyrotory
- 26 Surrey Quays Gyrotory
- 27 Swiss Cottage Gyrotory
- 28 Tower Gateway
- 29 Vauxhall Cross Gyrotory
- 30 Wandsworth Town Centre Gyrotory
- 31 Waterloo Roundabout
- 32 Westminster Bridge Road
- 33 Woolwich Road / A102 Junction

Major Projects Site Locations

- | | |
|---------------------------------------|--|
| 1 A23/A232 Fiveways Croydon | 11 Renwick Road (Barking Riverside) |
| 2 Balham High Road (Balham Boulevard) | 12 Seven Sisters Road – Woodberry Down |
| 3 Brent Cross/Cricklewood | 13 Stoke Newington Gyrotory |
| 4 Charlie Brown's Roundabout | 14 Thornton Heath Ponds |
| 5 Euston Road | 15 Trinity Road/ Burntwood Lane |
| 6 Lombard Roundabout | 16 Tulse Hill Gyrotory |
| 7 London Road Roundabout | 17 Victoria Circus |
| 8 Malden Rushett | |
| 9 Mill Hill Circus | |
| 10 Purley Cross Gyrotory | |

How we work with partners

Looking at the steps we are taking to improve governance and processes to allow quicker and easier delivery

The RTF report set out an ambitious new framework for managing London's road network.

Alongside increased investment, TfL and the boroughs need to ensure they have the right level of resources and processes in place to meet the challenge.

The initiative recognises that London relies on a wide range of skilled professional and technical staff to design, build, operate and maintain its transport network. A working group has now been set up by

'TfL is taking positive steps towards improving the way it works with developers.'

Miles Price, British Land

London Councils to examine these issues and one of its tasks will be to see how, at a time of increasing financial pressures, TfL and the boroughs can make better use of existing limited resources and create more opportunities to recruit and develop the workforce of the future. Secondments, apprenticeships and shadowing are among the options being examined.

It is recognised that the speed and efficiency of completing major schemes needs to be improved and TfL has reorganised its Surface Transport operations to deliver this. The next task is to develop simpler, quicker processes that provide greater clarity on decision-making at each stage in the design process. TfL is

working with borough officers, developers and others to ensure this process will be in place by summer 2014.

On projects that involve several boroughs, TfL is working with sub-regional partnerships. This is already simplifying processes.

In future all major highway schemes will have a separate page on TfL's website. This will make it clearer where projects are in their lifecycle and provide contact details. The first tranche of this will go live in March.



The RTF team examined all the evidence and looked at the best and most innovative solutions being adopted in other cities around the world.

'Better roads and streets, with efficient movement, are crucial to London's future economic success.'

David Leam, London First



£3.5m of Local Implementation Plan Major Scheme funding delivered phase I works in Bexleyheath. These included a new roundabout on Albion Road to reduce the speed of traffic approaching Trinity Place, improved design of the junction at Albion Road symbolising a gateway to the town centre, together with the creation of a new public space outside Christ Church.

Street types

How streets in your area will look and feel, and how we are balancing the movement of people and goods with the quality of the urban realm

Recognising that roads have different roles and priorities and thus require different approaches, the RTF report recommended that TfL and the boroughs should adopt a 'street types' approach to assist their work in managing and improving the road network.

It also recommended a framework is used to set out appropriate service provision and key performance standards for each type of street. That work is now well under way. The first step has been to apply the matrix (see opposite) to define the different types of streets and roads in the Capital.

Through this it has become possible to build an overall picture of the road network – in short, what kinds of roads they are and how well they perform. And by developing service levels and agreeing the characteristics for each type of road, TfL can begin to prioritise

investment and interventions to improve the functioning of the network.

Following pilot studies to refine how TfL can collectively understand a road's local and strategic significance, TfL will apply street types to the TLRN over the summer and begin to work with willing boroughs to apply to their networks.

In the summer, TfL expects to have a draft decision-making process available to ensure a consistent approach to the classification of street types across London. TfL committed to encourage boroughs to adopt street types to their roads by early 2015. To help achieve that target TfL will publish a report at the end of the year that details the method for agreeing street types between highway authorities and areas where that method has already been successfully applied.

Borough of Newham

Newham is one of the first London boroughs to make use of the RTF matrix of street types to provide a



framework for discussion and decision-making. The system is being adopted to create a picture of the potential for developing streets in the Royal Docks area bordering the Thames.

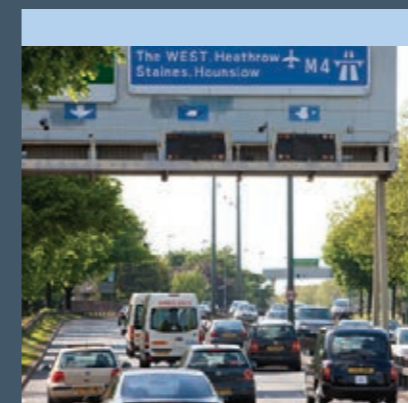
Mapping the streets using the RTF matrix is now being carried out to inform design guidance. This will act as a tool in the development of a robust, well integrated,

safe and attractive network that will create a better living environment and allow efficient movement of people, goods and vehicles.

The mapping is in its early stages but is already proving helpful in talks with developers and other stakeholders within the planning pre-application process. It is also acting as a valuable RTF pilot study.

TfL committed to encourage boroughs to adopt street types to their roads by 2015

London's street family illustrated



Arterial road



High road



City hub/boulevard



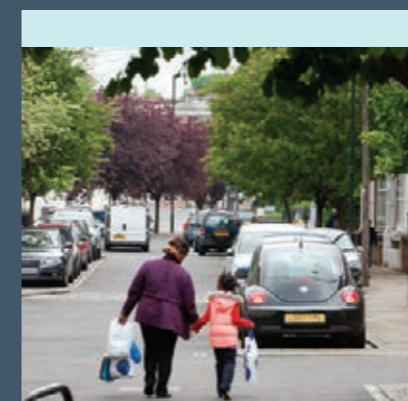
Connector



High street



City street



Local street



Town square/street



City place

London Streets Traffic Control Centre operates 24/7 to monitor London's roads and manage traffic.



Technology and innovation – leading the way

How we are encouraging and supporting initiatives that will transform our roads, streets and places

The RTF recommendation that TfL and the boroughs should focus on innovation and try new approaches makes perfect sense.

The RTF report spoke of TfL establishing and promoting London as a world leader in traffic and road network management, particularly in 'smart' city mobility management and planning. And it talked about using cutting-edge cooperative technology, communicating with road users in real time and examining new ways to improve reliability, safety and the environment.

Technology is already playing a vital role in the work of the London Streets Traffic Control Centre (LSTCC), which operates 24/7 to monitor London's roads and manage traffic. This is achieved through the use of more than 2,000 CCTV cameras, 141 roadside electronic message boards and the ability to remotely control the timings of nearly two thirds of London's 6,000 traffic signals. Routinely, the LSTCC handles up to 10,000 unplanned incidents and around 750 planned events in the Capital each year.

While website and social media tools such as Twitter are providing real-time information to the travelling public, smart technology is making a difference on the ground too. Using sensors embedded in the road, SCOOT (Split Cycle Offset Optimisation Technique) traffic signals, for example, detect the number of vehicles at a junction and automatically adjust the green time to keep traffic flowing.

SCOOT has been proven to reduce delays by more than 12 per cent and the technology is now in use at more than 3,000 sites. TfL is installing SCOOT at a further 1,500 sites and by 2018,

4,500 sites will be equipped with this technology, representing around 75 per cent of all signal sites.

But that is just the start. Work is now advanced on a version of SCOOT for pedestrian crossings and, beyond that, for cyclists as well.

The Mayor and TfL are also exploring EU funding options with London Councils, particularly relating to research and innovation on developments that will help to increase the share of walking and cycling without impacting adversely on other methods of transport.

SCOOT is reducing delays by more than 12 per cent

Pedestrian Countdown

TfL's Pedestrian Countdown technology has now been rolled out to around 550 pedestrian crossings at 200 locations across most of London's boroughs.

The new system tells people how long they have to cross the road once the green pedestrian phase has gone out, giving them more certainty and reassurance.

Independent research commissioned by TfL showed that 83 per cent of pedestrians surveyed liked the technology. It was also liked by 94 per cent of mobility impaired users and 79 per cent of children who experienced traffic crossings with and without the system. Crucially, the study showed that there were no negative impacts on safety during the trial.

Following TfL's trial and the Department for Transport's wider acceptance of the technology, a number of other cities across the UK have followed London's lead and are now looking to introduce this at pedestrian crossings.

TfL is committed to rolling out the technology more widely across the Capital in the coming years.



People in London are already familiar with Pedestrian Countdown which tells them how long they have to cross the road.



TfL is already trialling new ideas such as Dutch-style roundabouts and low-level cycle signals, and challenging regulations to allow it to try new things.

Incubator Fund

Uncovering 'new ideas fit for the future' – that's the simple aim behind the Future Streets Incubator Fund, set to be introduced shortly.

The fund will encourage and support innovative ideas for transforming London's streets and places.

The ideas may, for instance, be about technology or about bringing blighted open spaces back to use. Or they might relate to improvements

to street layouts, new types of infrastructure, vehicles on the road or the ways we use streets through the day.

Whatever the proposal – whether it seeks to improve environmental quality, efficiency or safety, or simply pave the way for more substantial change – the purpose of the fund will be to turn bright ideas into reality, supporting them through development and into trials.

Development of strategic measures

Since the launch of the RTF report, TfL has assessed the case for strategic measures to achieve the RTF's vision and its three objectives.

TfL is continuing to encourage more walking, cycling and public transport use (including by reallocating road space), but it is clear that some journeys will continue to need to be made by motorised road vehicles, and that goods and services need to be delivered by road. Growth and ambitions for better places will also mean extra demands on streets across the Capital.

In addition to using an array of improved technologies to manage congestion in the short and medium term, TfL needs to address these increased demands on the roads in new or more ambitious ways. These include encouraging people to use alternatives to the car where possible and for businesses to re-time their deliveries.

With 1.6 million more people forecast in London by 2031, TfL also needs to consider whether creating new spaces could help support walking, cycling and road-based public transport, and keep London moving. For example, work has indicated that fly-unders create more surface space for walkers, cyclists and public transport users while helping keep other essential traffic moving. An inner orbital tunnel could help relieve longer term congestion and support growth.

However, if these prove infeasible or unaffordable, then we need to consider more radical forms of demand management. These are strategic choices we will continue to develop further within the context of the RTF.

Inner ring road

TfL is working with the central London boroughs to develop a long term vision for the inner ring road on the basis of the RTF ambition of place improvements and congestion mitigation.

This vision will set out both incremental and transformational ideas for the road, increase transparency (by enabling consultation on planned as well as current projects), and inform a long-term programme of works. An initial draft will be published later in 2014.



The High Road reverted to two-way operation at the end of June 2013.

Tottenham Hale

The Tottenham Hale gyratory is an extensive one-way system that carries the A10 through the south of Tottenham. At present, a northbound only section along the High Road means that a southbound journey involves an indirect route around the one-way system.

The speed and volume of traffic creates a vehicular dominance, which has a number of implications for pedestrians and cyclists, including poor

urban realm, air quality and safety issues, as well as severing neighbouring residential areas.

Along with Haringey Council, TfL is working to remove the current one-way system at Tottenham Hale. Work commenced in October 2012 and is being delivered in a number of phases.

The High Road reverted to two-way operation at the end of June 2013, with Monument Way, Watermead Way and The

Hale following in October 2013. The final phase of conversion on Broad Lane will be delivered before the end of 2014.

Also central to the gyratory project is the creation of a bigger and better bus station at Tottenham Hale, which will help make the area more accessible for all. This aspect of the project will also deliver a new public square which will greatly improve the urban realm between Tottenham Hale bus and rail stations.

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