

TRANSPORT FOR LONDON

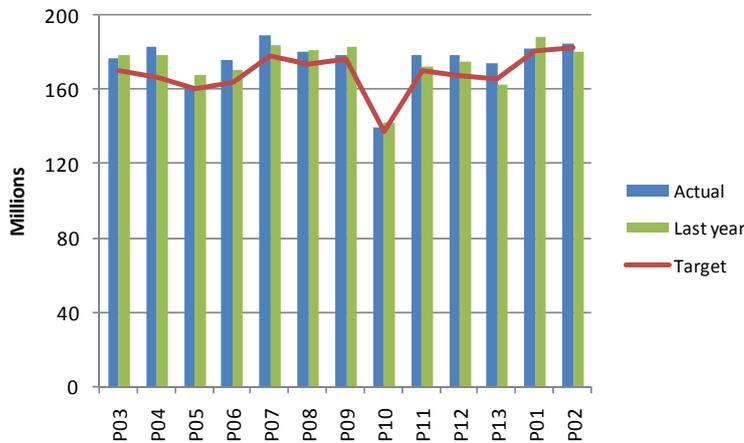
SURFACE TRANSPORT PANEL

SUBJECT: MANAGING DIRECTOR'S REPORT

DATE: 12 JULY 2011

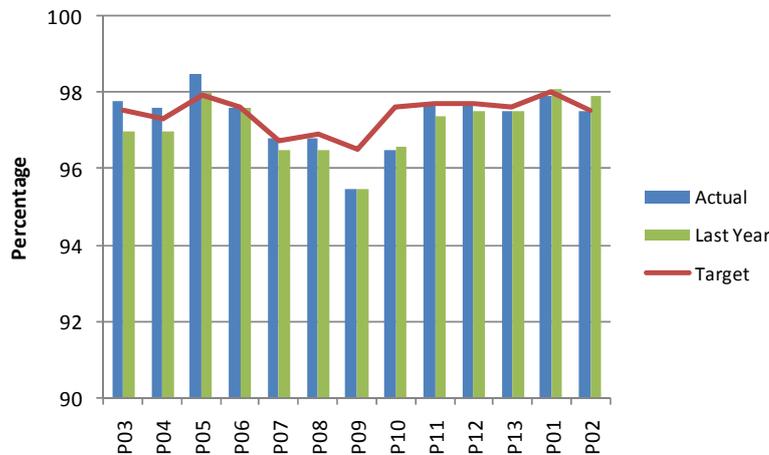
1 BUSES

Bus Network Performance: Bus Passenger Journeys



1.1 Buses carried 185.3 million passengers in period 2 of the 2011/12 financial year. This is 2.6 million more than the target for the period and 4.9 million passengers more than were carried in the same period last year. The current full year forecast is 2,304 million passengers.

Bus Network Performance: Percentage of Scheduled Service Operated



1.2 The percentage of scheduled service operated in period 2 was 97.5 per cent. This is the same as the target for the period and 0.4 per cent less than in the same period last year.

1.3 Losses due to traffic delays normally rise in Period 2 compared with the previous period due to a seasonal deterioration in operating conditions. Issues causing particular problems this period included junction improvement works at Kings Road/Beaufort Street and multiple roadworks in the Piccadilly Circus area.

Bus Network Performance: Bus Kilometres Operated



1.4 Buses operated 37.3 million kilometres in period 2. This is the same as target and 0.1 million kilometres less than the figure for the same period last year (37.4m).

Bus Network Performance: Excess Wait Time - High Frequency Routes



1.5 Excess wait time in period 2 was 1.1 minutes. This is the same as target and 0.1 minutes more than the figure for the same period last year (1.0 minute).

New Bus for London

- 1.6 The engineering test vehicle has undergone initial pre-testing work at Millbrook Proving Ground following commissioning. The full test programme is now underway to assess structural durability, endurance, engine performance and emissions. The Mayor drove the test vehicle as part of a press launch on 27 May 2011 and the project received positive coverage in the media. The shell of the first prototype vehicle is substantially complete at WrightBus's factory in Ballymena, Northern Ireland, and work has started on the chassis of the second vehicle. The mock-up model of the New Bus for London will remain on show to the public at the London Transport Museum until September 2011.

2 CYCLING

Cycle Hire Scheme

- 2.1 As of 19 June 2011, the scheme had over 125,000 members, and more than 5.25 million journeys on hire cycles have been taken since the start of the scheme. Nearly 750,000 journeys have been made by casual users. The total number of docking stations is now up to 400.
- 2.2 Site design for Phase 2 is progressing well with 96 designs approved to date and 250 sites progressing. TfL started submitting planning applications for the expansion area in April 2011 and to date 46 applications have been submitted.

Barclays Cycle Superhighways

- 2.3 The construction of Cycle Superhighways Route 2 (Bow to Aldgate) and Route 8 (Wandsworth to Westminster) is continuing on schedule, with construction on track to complete in advance of the 19 July 2011 launch date.
- 2.4 The Pilot routes are performing well, with an increase in cycling of over 50 per cent along Route 3 (Barking to Tower Gateway) and Route 7 (Merton to City) corridors, and minimal impact being registered on other modes. A full report on the performance and lessons learned from the Pilot phase will be available for circulation in late July.
- 2.5 Phase 2 routes (5 – Lewisham to Victoria and 12 – Hornsey to City) are currently in detailed design and will start construction post-Games for launch in mid 2013. Feasibility studies have completed on Phase 3 routes (9 – Hounslow to Hyde Park and 11 – West Hendon to Marble Arch), and designers are due to be appointed imminently. These routes will launch in late 2013.

Biking Boroughs

- 2.6 In May, the Mayor and TfL announced the funding that would be awarded to the 13 Biking Boroughs to help them deliver localised cycling improvements. £4m has been allocated over three years for initiatives such as cycle parking hubs at Ealing Broadway and Croydon stations, localised route and wayfinding improvements and community initiatives to raise the profile of cycling.

Olympic Cycling and Walking Routes and London 2012 Active Travel Programme

- 2.7 The eight cycling and walking routes are substantially complete, with over 80 per cent complete and operational. These routes will enable thousands of people to travel by foot or bike to the Olympic Park at Games time and provide more travel options to local people for years to come. Working in partnership with six Boroughs, British Waterways and the Lea Valley Regional Park Authority, it is expected that all routes will be fully completed by September 2011.
- 2.8 The routes will be launched alongside the London 2012 Active Travel Programme by the Mayor on 14 July 2011. The enhanced routes will be referred to as 2012 Games Walking and Cycling Routes in line with the rest of the Games time transport services. After the Games the routes will revert back to their previous names – Epping Forest, the Greenway, Greenwich, Hackney Parks, Lea Valley North, Limehouse Cut, Lower Lea Valley and Victoria and Stepney.

3 SAFETY

FORS Workshops

- 3.1 Six FORS workshops for freight transport managers have been accredited as a Driver Certificate of Professional Competence modular course titled 'Safe, Green & Efficient Operations'. The new course, also accredited for passenger transport managers, will be launched on 15 June 2011 in partnership with the London Borough of Barking & Dagenham and Barclays Cycle Superhighways.

Crime Reduction

- 3.2 Figures released by the British Transport Police (BTP) and the Metropolitan Police Service show that crime on London's bus network decreased by four per cent during 2010/11. Within this, violent crime against a person offences on the bus network has been cut by five per cent, vandalism has reduced by 12 per cent, and theft on the bus network is down by six per cent.
- 3.3 The reduction in overall bus crime has been largely down to the TfL funded Safer Transport Teams, through working with community groups and schools, conducting intelligence-led operations and being a visible presence on the network. There are now just 10.5 crimes per million passenger journeys on London's buses.

Cycle Safety

- 3.4 An end of year review of the Cycle Safety Action Plan was published on the TfL website in May 2011. Good progress is being made by TfL, the Metropolitan and City of London Police, the London boroughs, the DfT and the Freight Transport Association in implementing the actions in the plan.
- 3.5 A 'Look Out for Cyclists' campaign was launched on 27 June 2011. The campaign is aimed at motorised road users and is designed to encourage them to give cyclists space and avoid the manoeuvres that lead to collisions.

BikeSafe - London and ScooterSafe - London Films

- 3.6 Two films to promote the TfL-funded BikeSafe - London and ScooterSafe - London driver safety courses have been produced and will be uploaded to the BikeSafe London website and the TfL YouTube channel.

4 CONGESTION CHARGING AND TRAFFIC ENFORCEMENT

Low Emission Zone (LEZ) Phases 3 and 4

- 4.1 The second part of the LEZ Phases 3 and 4 Operator Information Campaign continues with face to face briefings at London wholesale markets. The second mailing to operators of non-compliant vehicles seen in the zone will be sent by the DVLA in July 2011. Large scale information mailings to stakeholder groups have been completed.

Olympic Route Network Compliance (ORNC)

- 4.2 Service Level Agreements will be agreed with boroughs and TfL by the end of July 2011. The London Olympic Games and Paralympic Games (Amendment Bill), one of the elements of which intends to provide civil enforcement powers for ORN moving contraventions, had its second reading in Parliament, followed by consideration by a Public Bill Committee commencing on 6 May 2011, where TfL gave evidence to support the Bill. No major issues have been raised to date.

Electric Vehicles

- 4.3 The Source London scheme was successfully launched by the Mayor on 26 May with 150 branded and operational charge points. Partner installation of charge points and formal acceptance of existing charge points into the Source London scheme is ongoing.

5 RIVER SERVICES

Concordat and River Action Plan

- 5.1 The planning and river works licence applications for extension of Tower Pier have been submitted, an ordnance survey has been commissioned on the site of the proposed new pile, and the Invitation to Tender for the construction has been issued. Detailed design for the planned roof over the Greenwich Pier pontoons has been agreed with the contractor, and the river works licence application has been submitted to the Port of London Authority. Construction will take place in autumn at the end of the busy summer period.

Woolwich Ferry

- 5.2 It is planned to convert the ferries to operate on low-sulphur fuel by the end of September 2011. It is also planned to fit diesel particulate filters to the ferries to reduce particulate matter emissions by 90 per cent, and installation is programmed to take place over the 12-month period commencing in March 2012.

6 TAXI AND PRIVATE HIRE

Taxi Driver License Identifiers

6.1 Following responses to a consultation last year regarding taxi driver identification, a new form of taxi badge identifier is being developed and is expected to roll out in phases over the next few months. The identifier, which will be affixed to the front and rear windscreens, will show which type of licence the taxi driver holds – green for an “All London” driver and yellow for a “Suburban” driver. The identifier, which will also contain the driver’s badge number, is intended to help reduce the number of Suburban drivers who ply for hire in areas they are not licensed for and will help the Taxi and Private Hire Compliance Officers and the police with their taxi enforcement and compliance activities.

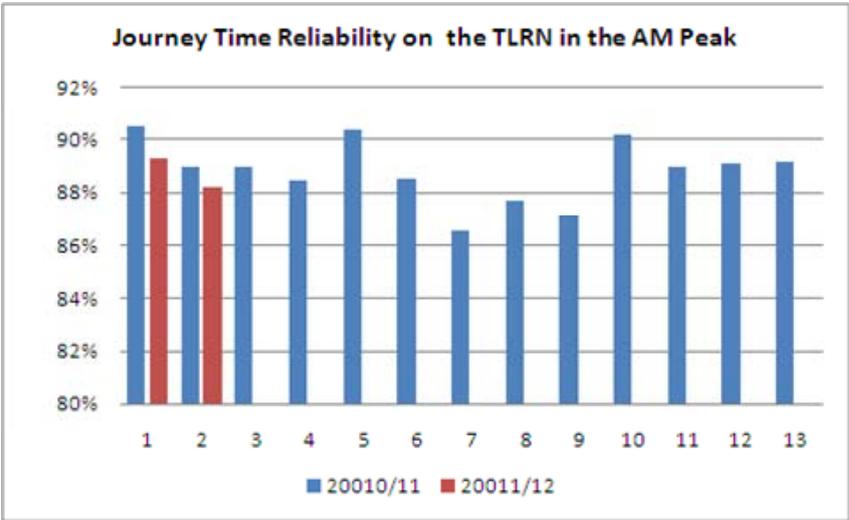
7 STREETS

Traffic Flows

7.1 Pan-London traffic flow index in period 2 stands at 92.4. This is 1.5 index points up from last period and 2.3 index points down from the same period last year.

7.2 Average traffic speed for the 12 hours between 7.00am to 7.00pm across London in Period 2 was 17.40mph. This is on average 0.90 mph slower than the average traffic speed of 18.30mph observed in Period 2 last year.

Journey Time Reliability

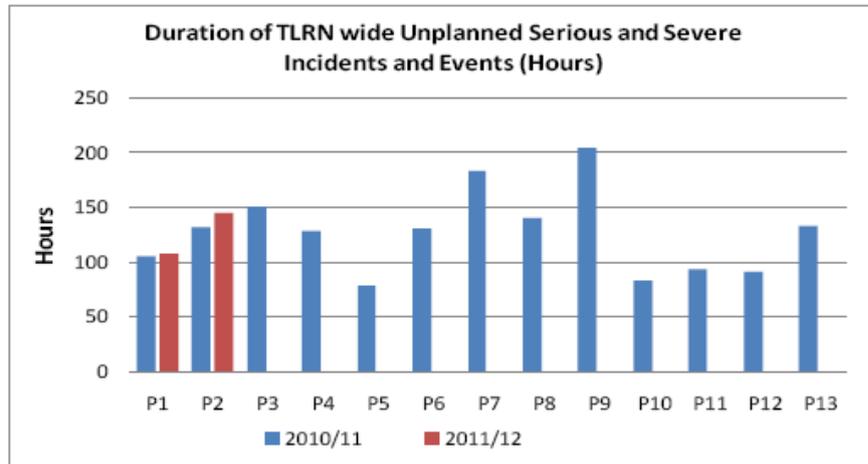


7.3 The journey time reliability (JTR) on the Transport for London Road Network (TLRN) in the AM peak in all directions for period 2 stands at 88.22 per cent. This is a 0.7 percentage point decrease on the same period last year. The year to date figure is 88.73, against an end of year target of 89 per cent.

7.4 Approximately 0.4 percentage point of the drop in JTR was due to the A406, which dropped 1.6 points clockwise and 3.9 points anticlockwise. This was due to planned works at Henly’s Corner and Bounds Green and emergency unplanned works at the Redbridge flyover, the latter accounting for nearly 33 hours of serious and severe disruption in period 2.

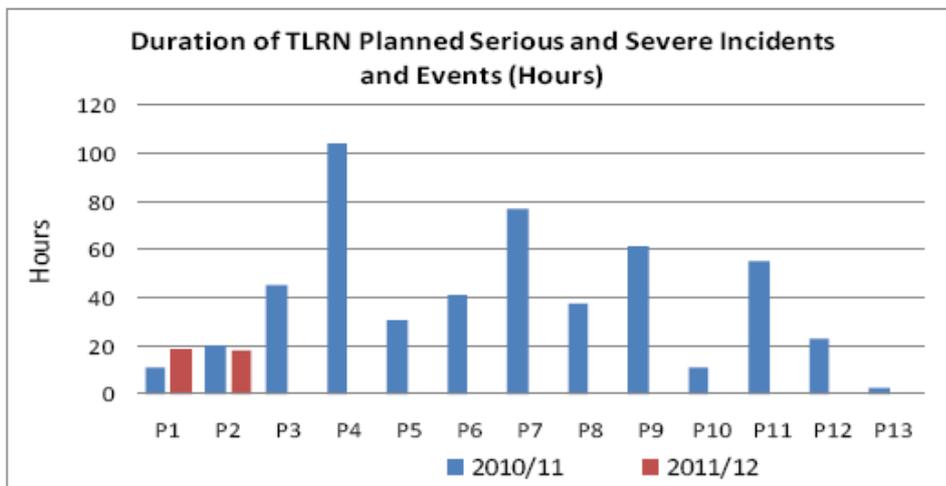
7.5 Events on a further three days contributed to the lower than expected JTR performance in Period 2. On 4 May 2011, in the AM peak there were delays on the A24 and A13. On 10 May, additional delays were caused by three accidents and three broken down vehicles in the AM peak across the network. A similar picture emerged on 25 May 2011, when a series of accidents again added to the A406 road works to produce a poor daily contribution to the overall JTR results.

Unplanned Disruption on the TLRN



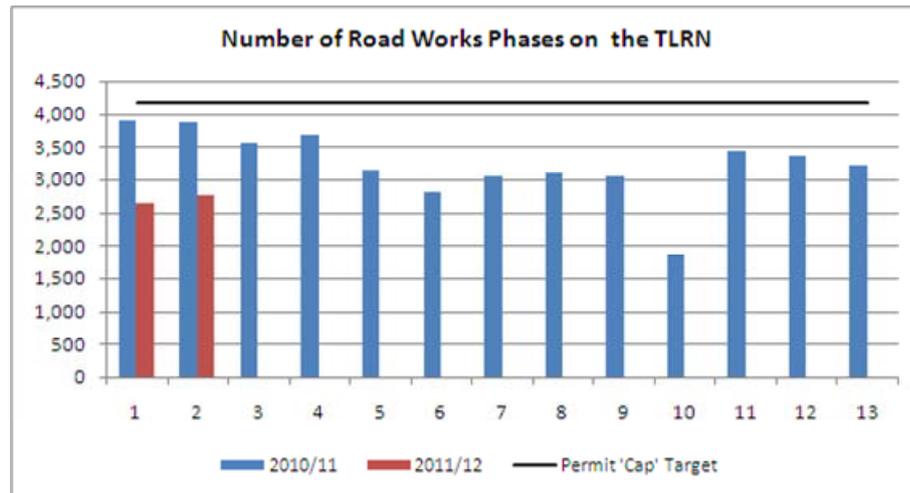
7.6 There were 144 unplanned serious and severe disruption hours spread across 60 separate events on the TLRN in period 2 2010/11, compared to 132 hours spread across 68 events in period 2 of the previous year. Significant incidents included emergency roadworks on the A406 Redbridge Flyover, a collision on the Euston Underpass, traffic signals on local control and not Urban Traffic Control on the A501 Marylebone Road/ York Gate during the morning peak, and an overturned lorry at A1 Stirling Corner.

Disruption from Planned Events



7.7 There were 18 planned serious and severe disruption hours over six events on the TLRN in period 2 2010/11 compared to 20.2 hours over 10 events in period 2 of the previous year. This included delays related to reduced road space as a result of junction improvements works at Henly's Corner.

Road Works on the TLRN



- 7.8 In Period 2, the total number of road works reported on the TLRN was 2,763. This is 28.7 per cent less than the 3,877 reported in Period 2 of the previous year. The maximum number of road works allowed on the TLRN in any one period has been capped at 4,170.

Traffic Signal Timing Reviews

- 7.9 So far this financial year, 98 signal timing reviews have been completed, achieving a 10.7 per cent reduction in stop-start delays for traffic. This has been achieved alongside a 0.2 per cent increase to the number of occasions when all pedestrians waiting to cross the road will have cleared the kerb during the first green man period.

London Permit Scheme

- 7.10 An evaluation of the scheme's first year has demonstrated a 17 per cent reduction in the total number of works undertaken by utilities within permitting authorities, compared to only seven per cent in non-permitting authorities. This equates to a saving of around 149,100 days of street works within permitting authorities.
- 7.11 On 9 June 2011, a further seven boroughs were given approval by the Department for Transport (DfT) to operate the London Permit Scheme. These are the London Boroughs of Greenwich, Harrow, Lambeth, Newham, Richmond upon Thames, Southwark and Waltham Forest. The second phase boroughs are due to commence permitting in September 2011. This takes the total number of London boroughs operating permitting schemes to 25 and, together with TfL's network, will mean that more than 75 per cent of all roads in the Capital are covered by a permit scheme.
- 7.12 The London Boroughs of Hillingdon and Barking and Dagenham submitted applications to operate a permit scheme on 18 May 2011 for the DfT's consideration. TfL continues to discuss permitting schemes with the remaining six London boroughs, with a view to having all of London's roads included by 2012.

Signal Removal in Westminster

- 7.13 After an experimental “bagging up” period for signals at Oxford Street/Great Portland Street, this location has now been removed on a permanent basis. The two month trial sought to determine the potential benefits of signal removal, and has proved extremely successful. The location was removed with agreement from all parties concerned including City of Westminster on 14 May 2011.

Elephant and Castle Southern Roundabout

- 7.14 The major pedestrian signalling improvements at the Southern Roundabout have now been commissioned and the location is fully open and operational since 7 May 2011. The improvements allow for new signalised control and the provision of surface level pedestrian crossing facilities across all arms of the junction resulting in the filling in of the three subways. There have been no reports of delays or queuing as a result of the improvements.

Overheight Vehicle Detection Project (BWT Northbound)

- 7.15 Works to install the experimental segregated lane for high-sided vehicles at the Blackwall Tunnel southern approach have commenced. The lane is expected to be operational in summer 2011.

Upper Thames Street Tunnel LEDs

- 7.16 The UK’s first LED tunnel lighting installation is now operational in the Upper Thames Street Tunnel. The LEDs are being monitored to confirm energy reductions, which are expected to be in excess of 60 per cent compared to conventional systems. The LEDs will also deliver substantial reductions in maintenance costs and road user delays (due to maintenance) because they only need to be replaced every 20 years, whereas conventional lamps needed to be replaced every three years.

Lighting Central Management System Pilot

- 7.17 A lighting Central Management System enables office-based control of lighting levels, thereby allowing lights to be dimmed and, if appropriate, switched off at certain times. Lower lighting levels directly reduce carbon emissions and energy bills, and a central system is essential if TfL is to meet the carbon reduction targets set in the Climate Change Act 2008.
- 7.18 A pilot of the system is underway, with three test sites and suppliers planned to be in place by January 2012. As part of this pilot, TfL will investigate how it can collaborate with London Boroughs on the installation and shared use of CMS.

8 OTHER

Clean Air Fund (CAF) Programme

- 8.1 The first CAF Delivery Board meeting (including representatives from the DfT and GLA) was held on 24 May 2011 to agree the programme objectives, delivery structure and reporting process. An initial programme report has been provided to the DfT.

Workplace Travel Plans

- 8.2 Following a request from the BBC to Kulveer Ranger, the Behaviour Change team has been assisting the BBC to develop a sustainable business transport strategy for Broadcasting House on Regents Street. The team have been helping the BBC plan for the move of over 5,000 journalists and support staff into Europe's biggest newsroom, in readiness for the opening in 2013.

9 RECOMMENDATION

- 9.1 The Panel is asked to NOTE the Managing Director's Report.

10 CONTACT

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