

# Surface Transport Panel

Date: 22 October 2015

Item: Managing Director's Report

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**This paper will be considered in public**

## 1 Summary

1.1 The purpose of this report is to update the Panel on Surface Transport's performance for Periods 3, 4 and 5 in 2015/16 (30 May 2015 to 22 August 2015) and to provide an overview of recent major issues and development within Surface Transport.

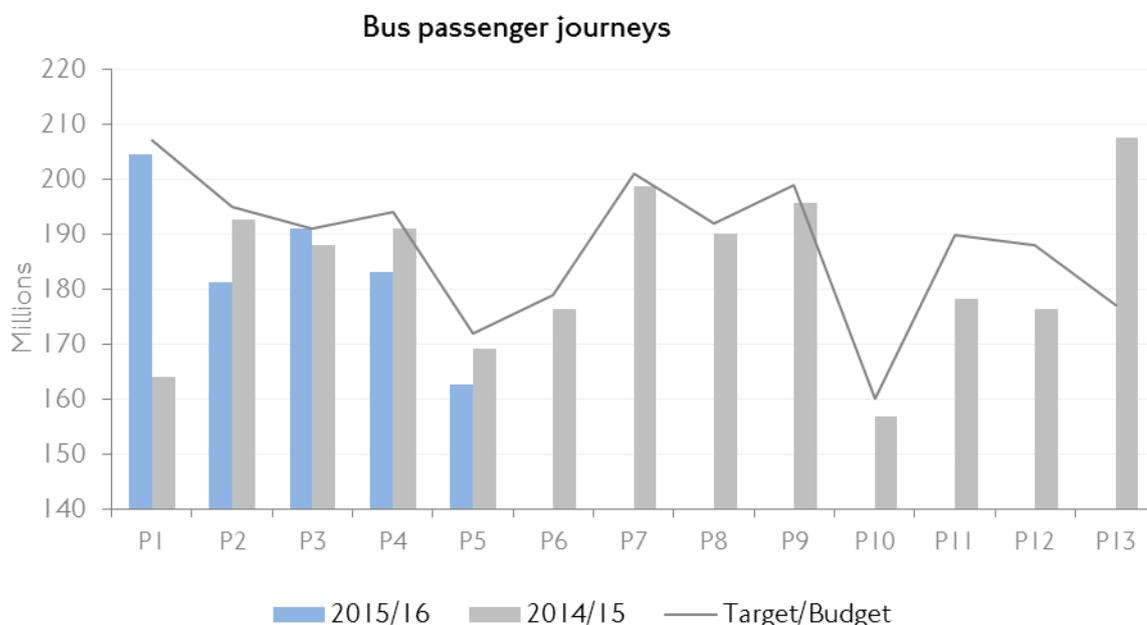
## 2 Recommendation

2.1 The Panel is asked to note the report.

## 3 Delivery

### Buses

#### Bus Network Performance: Bus Passenger Journeys

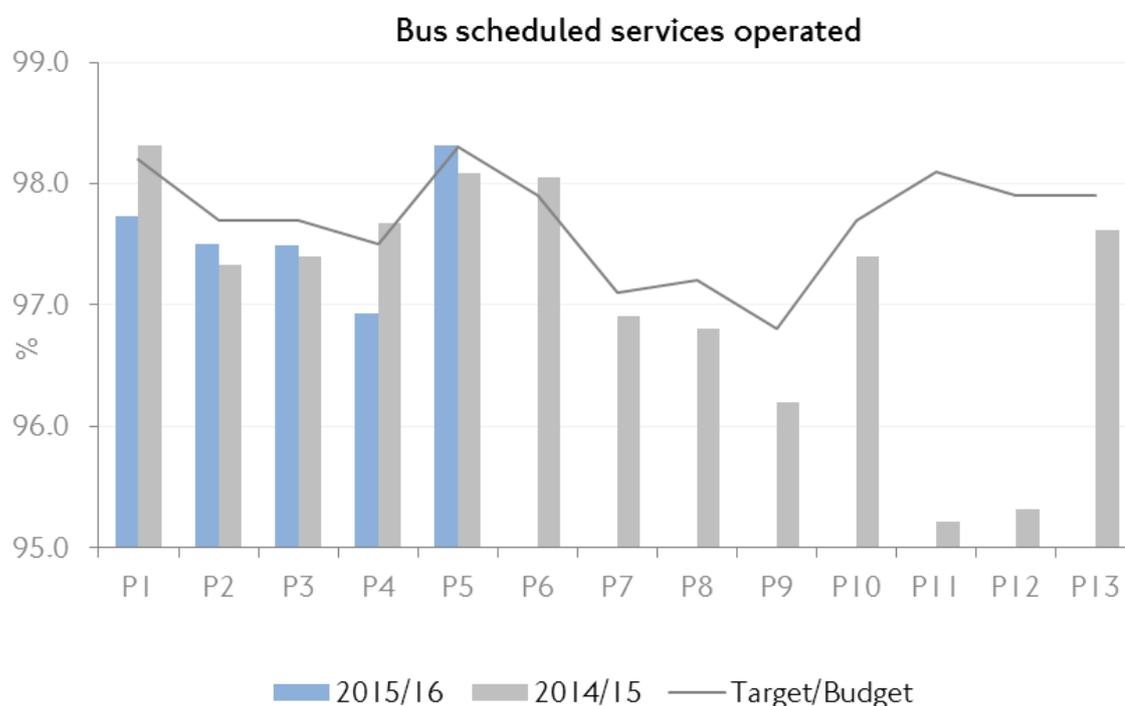


3.1 Bus performance has continued to be detrimentally affected due to the deterioration in reliability of the bus network, which can be largely attributed to a combination of increased traffic levels caused by London's growing population, lower fuel prices and, a significant number of major developments and road

improvements works taking place across London, particularly in central areas, due to works by private developers, London Boroughs and TfL's extensive Roads Modernisation Plan. As a result there continues to be a slight deterioration in bus passenger numbers.

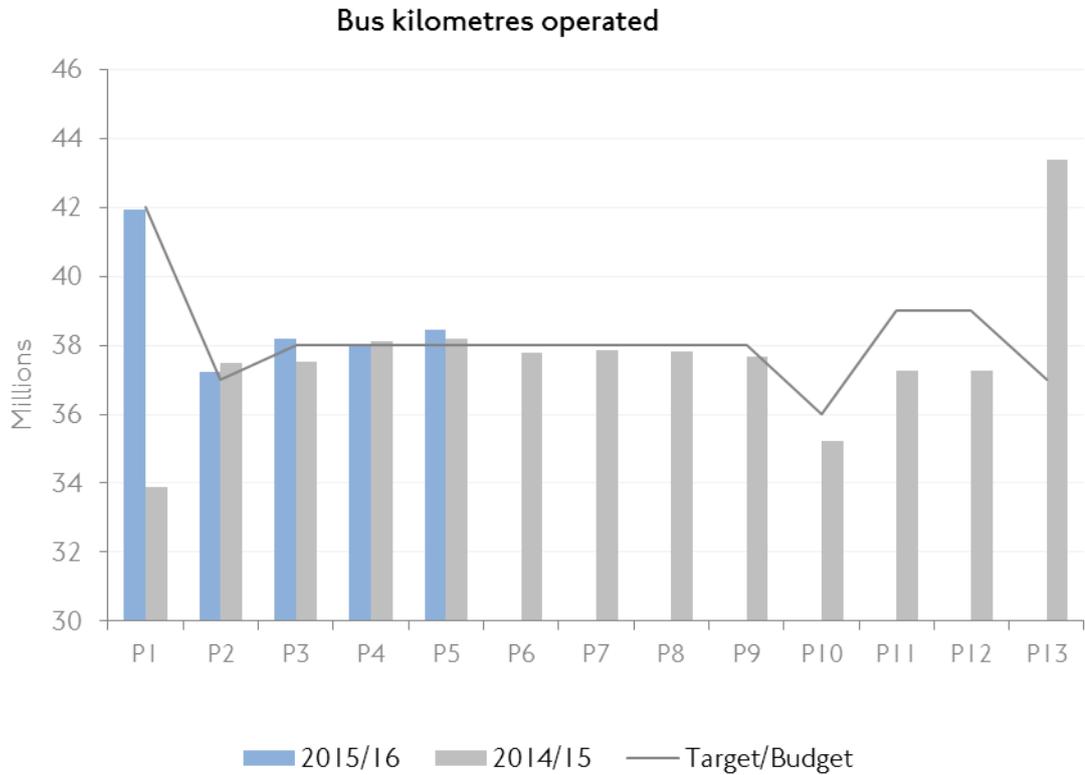
- 3.2 Bus passenger journeys in Periods 3, 4 and 5 continue to be below budget. In Period 3 they were 0.2 million or 0.1 per cent below budget and in Period 4 they were 10.9 million or 5.6 per cent below budget. Period 5 saw a slight improvement compared to Period 4 as they were 2.1 million or 1.3 per cent below forecast. Year to date bus passenger journeys show a decline of 1.6 per cent (comprised of a decline in fare paying passenger journeys by 2.3 per cent and a decline in non-fare paying passenger journeys of 0.4 per cent).

### Bus Network Performance: Bus Scheduled Services

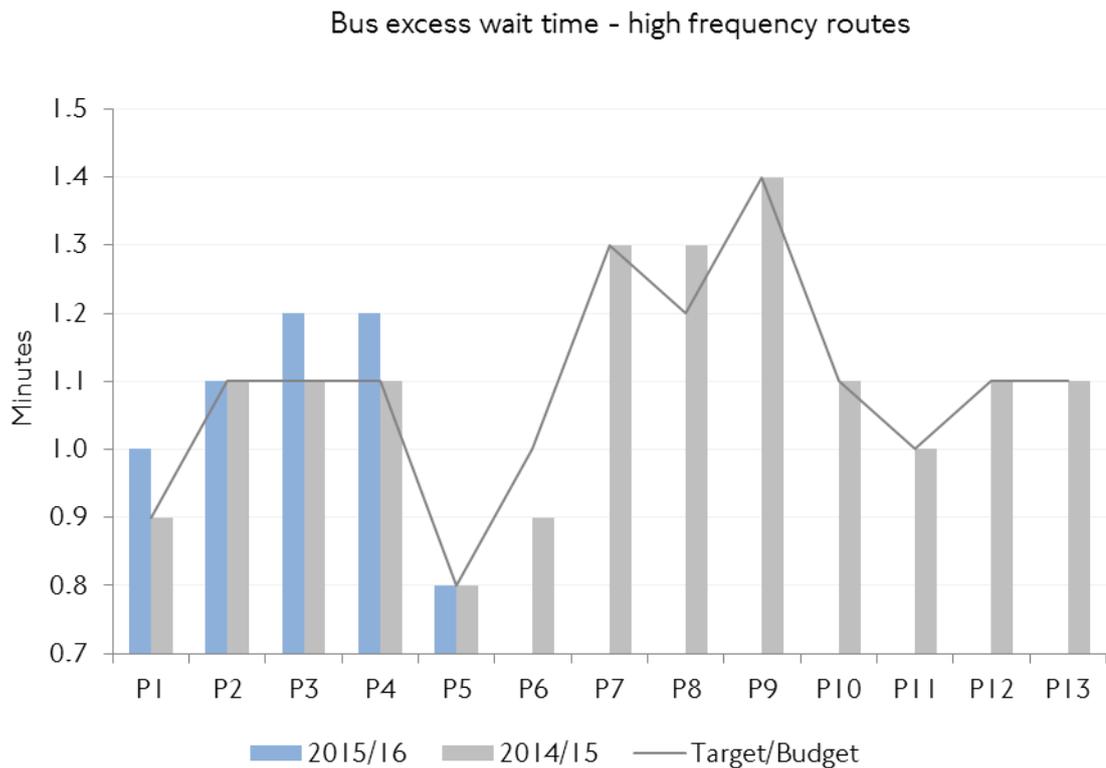


- 3.3 The overall proportion of scheduled kilometres operated as a percentage of schedule was worse than forecast in Periods 3 and 4. This was mainly due to additional traffic disruption and exceptionally high passenger loadings during industrial action on London Underground on 8-9 July 2015. Excluding the strike impact, the proportion of scheduled kilometres operated is estimated to have been closer to forecast at 97.2 per cent in Period 4.
- 3.4 To mitigate the effects we have introduced a number of initiatives with bus operators, these include changes to routes, schedules, additional peak vehicles and work to incentivise improvements in reliability. We continue to work closely with bus operators to ensure that they are fully aware of the potential impacts and can therefore manage disruption more effectively. In addition, we are also delivering bus priority measures at key locations (see para 3.12).
- 3.5 Kilometres lost due to traffic delays are normally at their lowest in Period 5 as operating conditions ease during the summer holidays. The overall proportion of scheduled kilometres operated as a percentage of schedule was as forecast in

Period 5. This was despite the Freecycle and Ride London cycling events during the weekend of 1-2 August 2015 and further industrial action on the Underground on 5-6 August 2015.



## Bus Excess Wait Time



- 3.6 Excess wait time is a key indicator of good performance as it shows how much time passengers had to wait above the time we expected them to wait. In Periods 3 and 4 results for high frequency routes were slightly worse than forecast at 1.2 minutes. Period 5 is normally one of the best for reliability due to improved operating conditions during the summer holidays; excess waiting time was as forecast and in line with Period 5 2014/15. The budget for 2015/16 excess wait time is 1.1 minutes and we are currently forecasting that we are on track to meet the target.

### **New Routemaster**

- 3.7 The New Routemaster fleet has passed the 540 mark following the phased conversion of route of 88 (from Camden Town to Clapham Common) during September and the start of route 16 (Victoria to Cricklewood). These are the fifteenth and sixteenth routes to be selected in the roll out of 800 vehicles by 2016. We have awarded further contracts for the conversion of routes 91, 149 and 159 with exact dates for conversions to be set later this year.

### **Night Bus Consultation**

- 3.8 The delay to the introduction of Night Tube means that most of the associated changes to the night bus network have also been delayed. The consultation which closed in July 2015 received over 3,300 comments from members of the public and stakeholders. We have now analysed these responses, which overall indicated a high level of support, and have decided to adopt a phased approach to the introduction of the changes. On 12 September 2015 we introduced a number of improvements to the night bus network, including in south east London a new night route N199 and a 24-hour service on route 47, new night services on routes 222 and 238 seven nights a week, and a Friday and Saturday night service on routes 132, 154 and 486. We also extended night route N133 to Morden. Other changes to the night bus services are directly connected with the introduction of Night Tube, and these changes will be announced in due course.

### **Intelligent Speed Assistance (ISA) Trial**

- 3.9 The trial of ISA on London buses was launched in June 2015 and is currently in progress. The technology, which limits vehicles to the speed limit of the road it is driving on, is being trialled on all buses on routes 19 and 486. The monitoring data collected during this trial is currently being analysed, and it is hoped that the data will enable us to understand better the benefits of using ISA in London, and the potential to expand its use on the bus fleet.

### **Technology Demonstration Projects**

- 3.10 From September 2015, the 312 became the Capital's first entirely electric route when the two existing Optare Metro City vehicles were joined by seven other battery-powered buses. Later this year, we are also planning to launch the Capital's first all-electric double deck vehicles. The first have arrived in the UK for preparations including testing, UK approval requirements and driver training.

- 3.11 The number of pure-electric buses in London will rise to 70 by autumn 2016 following the award of new operating contracts for routes 507 and 521 through central London. There are currently 17 battery-powered buses in the fleet on routes 507, 521, H98 and the 312.

### **Bus Priority**

- 3.12 London's population and economy continues to grow, with a consequent increase in traffic, new developments and utility work impacting London's road network. The cumulative impact of this and the delivery of TfL's £4bn Roads Modernisation Plan (RMP) to improve the Capital's roads, streets and town centres is having an impact on the reliability and speed of bus journeys. London's buses play an essential role in keeping the city moving and we are re-doubling our efforts to actively manage the network throughout this period of modernisation. We are looking at specific challenges in local areas and continuing our work on the Bus Priority Delivery Portfolio, which targets key locations across London and aims to maintain reliability by reducing the impact of traffic and congestion and support growth in Opportunity Areas.
- 3.13 Schemes vary in scale from modest interventions such as 'Keep Clear' markings through to larger schemes such as bus lanes, carriageway widening and major junction redesigns. RMP Bus Mitigation schemes help mitigate the predicted adverse bus route impacts of the RMP schemes in inner and central London. Bus Reliability Schemes reduce the impact from expected increased traffic levels and congestion on bus journey times and reliability by easing movement through key junctions along identified bus routes. Bus Growth Schemes aim to unlock Opportunity Areas identified in the London Plan, supporting growth and increasing the mode share of the bus at these locations.
- 3.14 By the end of 2015/16 construction will start on the first two Transport for London Road Network (TLRN) Bus Reliability schemes (A406 North Circular/Brentfield Road, and A503 Camden Road, junction with St Pancras Way), and the first Bus Growth scheme (A20 Loampit Vale).
- 3.15 Additionally, a number of small to medium-scale Bus Mitigation schemes will be implemented on the TLRN by the end of 2015/16 which will, in conjunction with schemes being developed for future years, combine to provide significant route-based benefits. Recent progress includes the implementation of the first two schemes on Peckham High Street. A Public Consultation is underway on a facility to allow buses to turn right from Queenstown Road into Battersea Park Road, which is a complementary measure to the Queen's Circus Better Junctions scheme. Further consultations are due to take place in the autumn.
- 3.16 We are working closely with all 33 London boroughs to progress further schemes on borough roads. The first borough Bus Reliability scheme, Old Church Rise bus gate in Havering will be completed by March 2016 and the second in North End Road in Bexley, will be completed in July 2016.

### **Bus Garage Open Days**

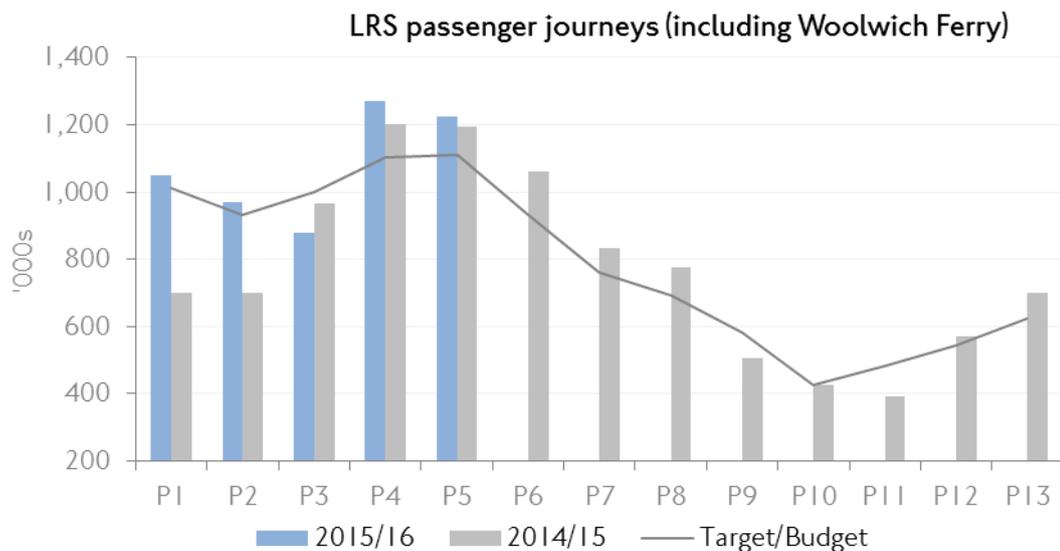
- 3.17 On 19 September 2015 Willesden Park Bus Garage held an open day which attracted more than 1,000 people. The fifth and final bus garage open day was held at Westbourne Park on 10 October as part of the wider work to improve

customer s experience on the bus network. This follows other successful open days at Epsom, Potters Bar and Camberwell Garages which were held over the summer.



Westbourne Park Garage Open Day

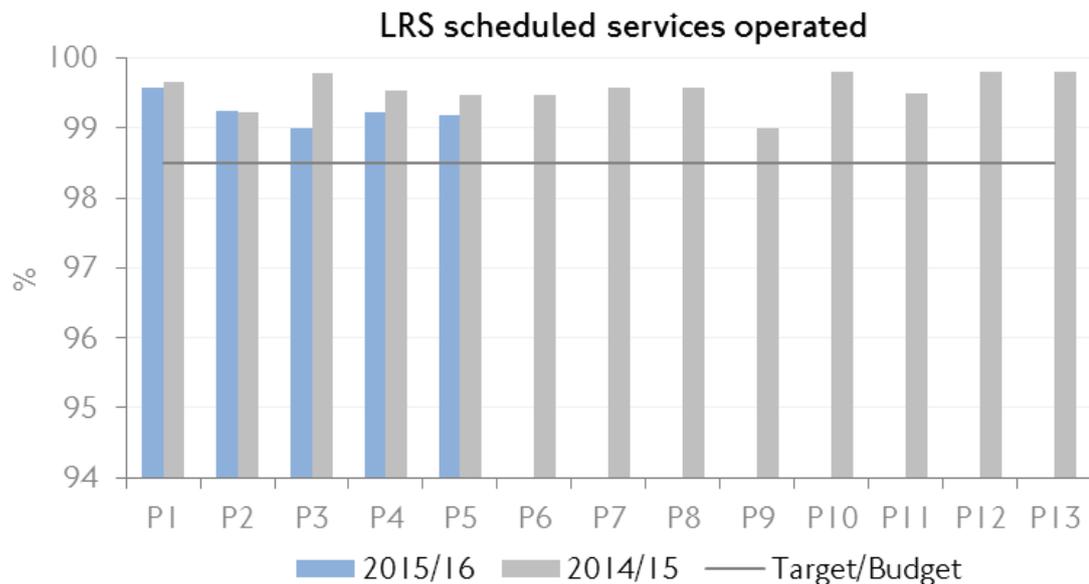
#### 4 River Services Passenger Journeys



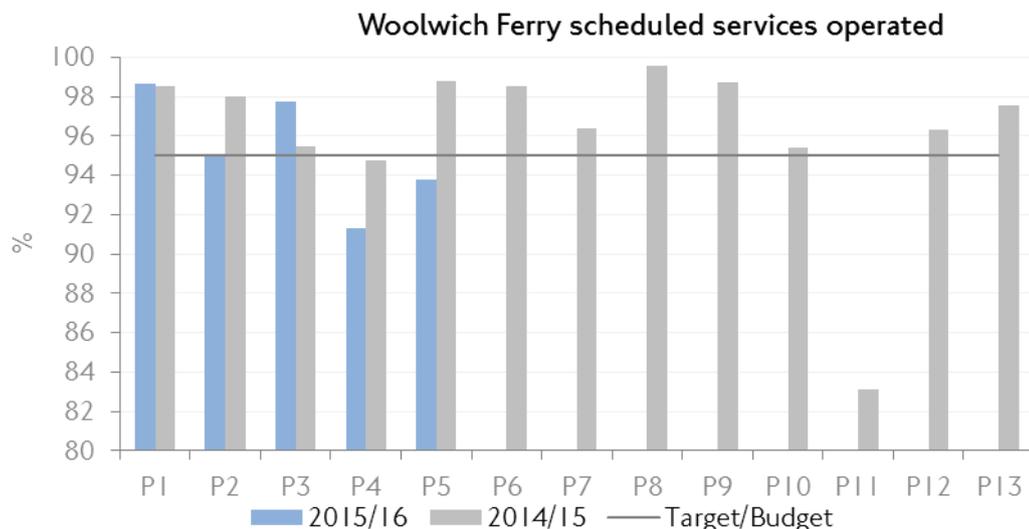
4.1 In Period 3 there was a drop in passenger journeys, however, there was a significant increase in Period 4 with River Bus journeys up by a third and River Tours up by two thirds. Year on year river service passenger journeys (including

Woolwich Ferry) increased by 2.5 per cent in Period 5 compared to last year's figures. Main drivers are London' tourist visitor numbers, school holidays, the Underground strikes and weather. We remain on track to achieve our target of 10.2 million passengers on river services in 2015/16.

### River Services Scheduled Services Operated



### Woolwich Ferry Schedule Services Operated



4.2 In Period 3, 97.8 per cent of Woolwich Ferry scheduled services operated and this was 2.8 per cent above target. Woolwich Ferry performance in Period 4 and 5 was below target at 91.3 per cent in Period 4 and 93.8 per cent, equating to 40.7 hours lost in Period 5. The lost hours were a result of high tides and some teething problems with the refurbished linkspan, we therefore expect to see improvements in future periods.

## **New boats to support River Bus services**

- 4.3 MBNA Thames Clippers is expanding its fleet with the delivery of two new 150 capacity catamarans this month. The new boats will operate on the River Bus route RB6 Blackfriars to Putney providing additional capacity by being used in place of some of the existing smaller boats. This will allow passengers to enjoy enhanced comfort and space, when they go into service.
- 4.4 The delivery of the new vessels will help to deliver the Mayor's River Action Plan goal of 12 million passengers using the river by 2020.

## **Oyster on River Bus Piers**

- 4.5 On 22 September 2015 Oyster validators on piers served by River Bus were launched. The roll-out represents another step in integrating river services into the wider public transport network and supports the delivery of the Mayor's River Action Plan.

## **5 Taxi and Private Hire**

### **Taxi and Private Hire Operational Update**

- 5.1 The total numbers of licenses at the end of Period 5 (2015/16) compared with Period 2 (2015/15) was:

License Type	Taxi P5 (2015/16)	Taxi P2 (2015/16)	Private Hire P5 (2015/16)	Private Hire P2 (2015/16)
Drivers	25,067	25,116	85,742	80,663
Vehicles	22,359	22,297	68,995	64,731
Operators			2,934	2,972

### **Taxi and Private Hire Engagement**

- 5.2 To support our engagement with taxi and private hire licensees, as well as the general public interested in the trades, on 20 July 2015 the @TfLTPH Twitter feed was relaunched to become responsive. The Twitter feed is now responding to questions from 09.00 to 17.00, Monday to Friday, with the hours of operation to be extended in the autumn. The number of followers has grown by approximately 20 per cent since re-launch and now has well over 6,500 followers.
- 5.3 The Twitter feed is in addition to a new dedicated weekly email sent to 41,000 taxi and private hire licensees whose email is registered with TfL, providing essential information relating to traffic impacts, consultations and trade notices. Initial feedback on the email showed 81 per cent of recipients found the email to be useful or very useful.

- 5.4 On 14 September 2015 we launched our new dedicated taxi and private hire magazine 'OnRoute'. The magazine will be issued every two months and contains topical information for the trade as well as articles written by drivers themselves.

### **Private Hire Regulations Review**

- 5.5 On 30 September 2015 we launched a second public consultation to support the Private Hire Regulations Review. The review seeks to ensure the private hire regulations meet the needs of customers and the trade in light of the advances in technology and changes to the ways that people engage and use private hire services. New technology has completely changed the way Londoners interact with taxi and private hire services, and the number of private hire drivers has risen sharply in recent years – from approximately 59,200 in 2009/10 to over 88,400 at the end of September 2015. At this rate, over the next two years, there will be an additional 40,000 private hire drivers – bringing the total to more than 128,000. This raises concerns over the impact on congestion, pollution and local parking.

This second consultation includes more detailed proposals, building on the first public consultation undertaken in spring 2015, which was deliberately open-ended in its questioning to seek as wide a view from respondents as possible.

- 5.6 This second consultation seeks views on 25 proposals, some of which are clearly seen as controversial. We are encouraging members of the taxi and private hire trades, businesses and members of the public who use private hire services to respond to the consultation and give their views about which proposals they agree with and which they don't.
- 5.7 The consultation will run for 12 weeks and will close on 23 December 2015.

### **High Court Ruling on whether Smartphones are Taximeters**

- 5.8 In conjunction with the Licensed Taxi Drivers Association, Uber, and the Licensed Private Hire Car Association we have invited the High Court to issue a declaration on whether smartphones, used by some private hire drivers, are taximeters. The case, which was heard on 5 October 2015, invites the High Court to issue a declaration on whether smartphones, which use Global Positioning System (GPS) technology and connect to external servers for the calculation of fares, comply with the law on taximeters, which are prohibited in private hire vehicles in London.
- 5.9 The rapid pace at which smartphone-based technology has developed in recent years has led to a need for clarity about what is required in order for apps to comply with the regulatory framework in London, to ensure there is a level playing field for all operators.
- 5.10 TfL's view, on balance, is that the smartphones are not taximeters but that there are clearly arguments to the contrary and there is significant public interest in resolving the matter definitively. When a judgement is given, which we anticipate in a few weeks, we will apply the law as declared by the High Court.

### **Public Consultation on Proposals for Paying by Credit/Debit Card in Taxis**

- 5.11 On 24 July 2015 the public consultation on mandating the option to pay by credit/debit cards in taxis closed. The consultation considered a number of related

issues including: contactless payments, other forms of electronic payment, surcharges and signage. We are now considering the response and will publish final plans by the end of 2015.

### **Consultation on Greener Taxi and Private Hire Vehicles**

- 5.12 From 1 July to 25 August 2015 a public consultation was held on updated proposals for taxis and private hire vehicle licensing to support the Ultra Low Emission Zone. We are now considering the consultation response and will announce further details later this year.
- 5.13 The proposals included:
- a) the introduction of a voluntary decommissioning scheme for taxis older than 10 years (instead of the reduction in the age limit to 10 years originally proposed); and
  - b) a requirement that all taxis and new PHVs, new to licensing from January 2018 will be Zero Emission Capable (ZEC) (this is as per the original consultation but with some modifications now proposed).

The consultation also presented more information in the following areas:

- a) a voluntary decommissioning scheme for taxis;
- b) other age limit options considered for taxis;
- c) an update on the production of ZEC taxis and ZEC PHVs;
- d) financial assistance to purchase ZEC taxis; and
- e) TfL's approach to charging infrastructure for ZEC taxis, ZEC PHVs and other electric commercial vehicles.

## **6 Victoria Coach Station**

### **Victoria Coach Station Departures**

- 6.1 During Periods 3, 4 and 5 Victoria Coach Station continued to perform well with the station handling 17,818 departures in Period 3, 18,196 departures in Period 4 and 18,784 departures in Period 5. Tour and European departures continue to perform above previous years.

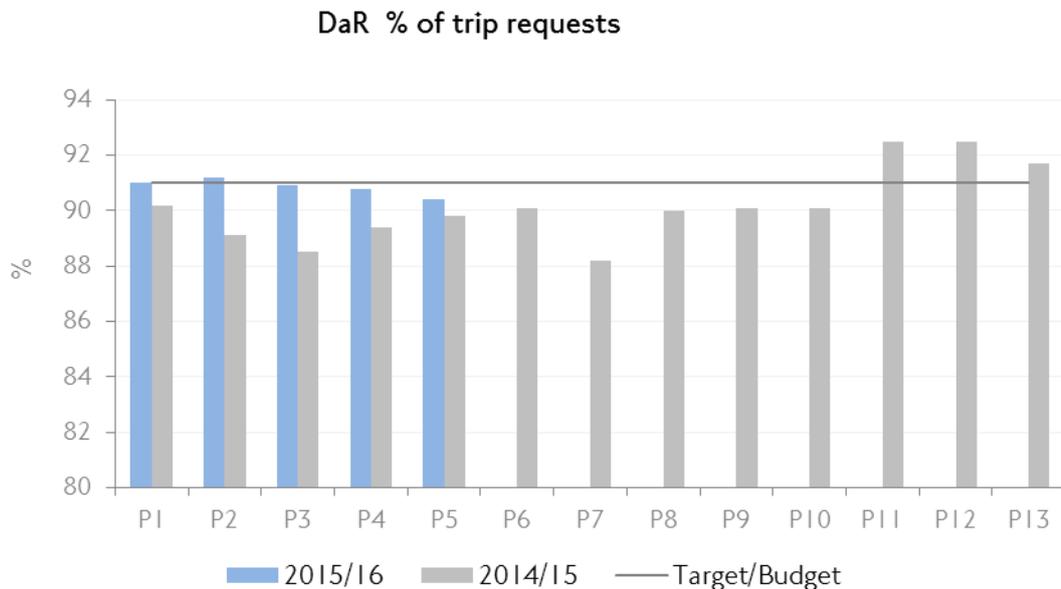
### **Birth at Victoria Coach Station**

- 6.2 On 3 August 2015 a baby girl was safely delivered at Victoria Coach Station, the first in the station's 83 year history. The mother, a member of the public, went into labour in the East Terminal before being taken to the Coach Station's First Aid room where staff made her comfortable.
- 6.3 Ambulance crews arrived on the scene and with the help of a VCS team member, a baby girl was safely delivered.

## 7 Dial-a-Ride

### Dial-a-Ride Performance

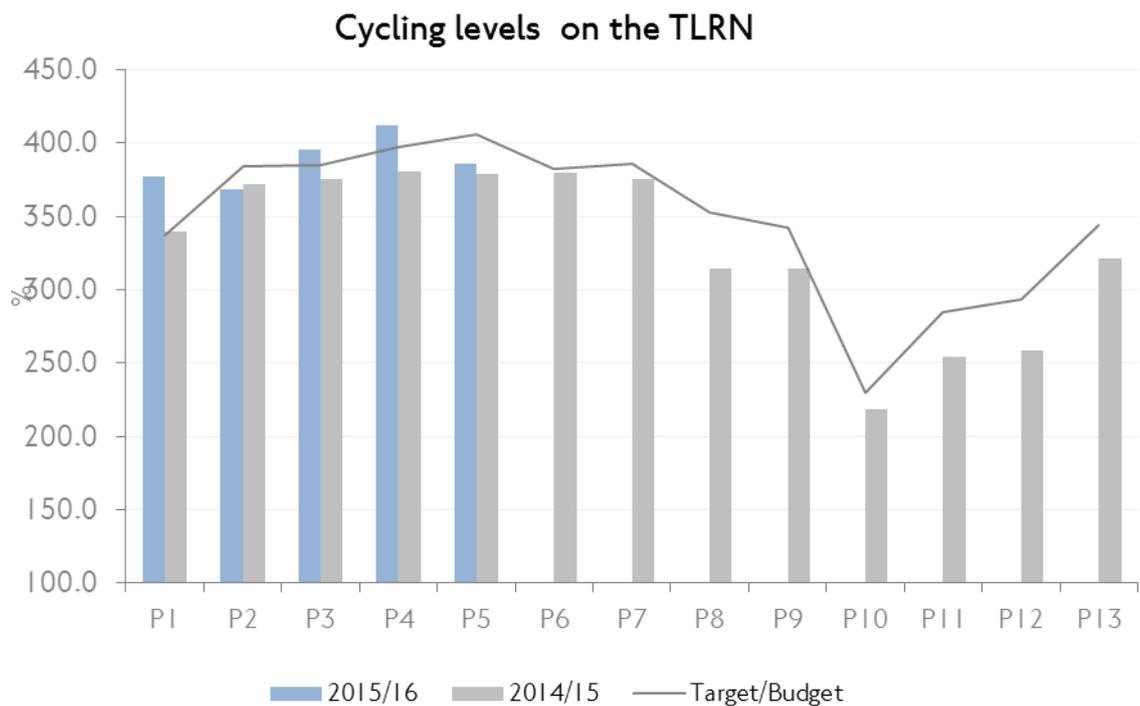
- 7.1 During Period 3 Dial-a-Ride (DaR) scheduled 120,099 of the 132,101 trip requests in the period which at 90.9 per cent was 0.1 per cent below the revised target of 91 per cent. A total of 104,174 trips were completed during the period after 15,807 on the day/evening of travel cancelations by passengers.
- 7.2 In Period 4 DaR scheduled 117,714 of the 129,626 trip requests in the period which at 90.8 per cent was 0.2 per cent below target. The service completed 100,664 trips in the period after 16,609 on the day/ evening of travel cancellation of scheduled trips by passengers.
- 7.3 During Period 5 DaR scheduled 110,337 of the 122,006 trip requests in the period which at 90.4 per cent was 0.6 per cent below target. The service completed 94,454 trips in the period after 15,646 on the day evening of travel cancellation of scheduled trips by passengers.



## Cycling

### Cycle Flows

- 7.4 Cycle flows on the TLRN continue to increase. In Period 3 cycling levels were 395,000 and in Period 4 cycle flows were 8 per cent (32 index points) higher than the same period last year and 4 per cent above target.
- 7.5 In Periods 5 cycling levels were 2 per cent (7 index points) higher than Period 5 2014/15 but 5 per cent below the target. Cyclists are more sensitive than other road users to the weather and Period 5 2015/16 was the wettest since 1999, with 117mm of rainfall compared to the 10 year average of 58mm of rainfall during Period 5. This is likely to have contributed to a slowing in cycling growth on the TLRN during Period 5 of 2015/16.



- 7.6 With growth in cycling taking place not only on the TLRN, but on all the capital's roads, TfL records levels of cycling within the central London congestion zone in parallel with the existing TLRN cycling index. Monitoring using this metric shows that a daily average of 412,757 kilometres, or about 135,000 journeys were cycled during Quarter 1 of 2014/15, which is 3 per cent higher than the same quarter last year.

### **Cycle Superhighways Programme**

- 7.7 **Cycle Superhighway 5 (Oval to Pimlico):** Work is on schedule to finish in late October 2015, and is approximately 95 per cent complete. The section north of the river between Rampayne Street and Vauxhall Gyratory, including Vauxhall Bridge, is complete and open to cyclists travelling southbound. A new bidirectional segregated cycle track through Vauxhall Cross gyratory is well underway and we have completed work on the Network Rail Arch at Vauxhall.
- 7.8 **Cycle Superhighway Route 2 Upgrade (Bow to Aldgate):** Work is on schedule to finish by April 2016, and is approximately 65 per cent complete. The first sections of new segregated cycle track, featuring bus stop bypasses for cyclists, have opened in Mile End and Whitechapel. An innovative junction at Cambridge Heath Road, that includes innovative solutions to separate cyclists from turning traffic, completed on 18 August.
- 7.9 **Cycle Superhighway 1 (Tottenham to the City):** Work started on 6 July and is progressing well ahead of anticipated completion in April 2016, and is approximately 30 per cent complete. Works at the major Apex junction in Shoreditch have commenced. When this route is delivered it is expected that cyclists' journeys will be 12 minutes faster than using the adjacent busy A10 route.

7.10 In response to feedback from residents during the Cycle Superhighway 1 consultation in early 2015, on 5 October we started another consultation for the following locations:

- a) Wordsworth Road area;
- b) De Beauvoir area; and
- c) Broadwater Road area.

The proposals aim to reduce the amount of traffic that uses the areas, with the aim of making it a safer and more pleasant place in which to live, walk and cycle.

7.11 **North South Cycle Superhighway (Elephant and Castle to Blackfriars):** Work remains on schedule and is approximately 55 per cent complete. The new junction layout at St Georges Circus in Southwark incorporating a new, separated bidirectional cycle track is on schedule to be opened in October. There are construction challenges at Blackfriars junction where the route connects to the East-West Cycle Superhighway, due to the need to coordinate works with Thames Tideway Tunnel and Audit House - however we remain confident of meeting the planned completion date in March 2016.

7.12 **East West Cycle Superhighway (Tower Hill to Lancaster Gate):** Construction is approximately 30 per cent complete, and is on schedule to finish by May 2016. The first section of new segregated track between Horse Guards Avenue and Derby Gate opened in August 2015. A final design solution for Parliament Square has been agreed with the City of Westminster, with works in this area planned to start in autumn 2015.

7.13 We consulted on proposals for a new cycle route in St James's Park and Green Park between 9 February and 29 March 2015, including Constitution Hill and Birdcage Walk. Having considered the response to this consultation, we have developed new proposals for a segregated cycle track along Spur Road, in collaboration with The Royal Parks. Two public exhibitions were held in September with the consultation closing on 4 October 2015. The final report will be published later this year once responses have been analysed.

7.14 Early next year we will commence a public consultation on Phase 2 of the East-West route – between Lancaster Gate and Acton, via Westway flyover.

### **Oval Innovative Junction Improvements**

7.15 Oval is one of 10 innovative junctions planned to improve cyclist safety across the capital due to be completed before summer 2016. It is on the existing CS7 route and will involve an upgrade to four signalised junctions and link sections within the Oval vicinity including cycle priority signals and hybrid cycle tracks. Following a week of live testing in late July, the first of these junctions has now been fully commissioned and open to cyclists. It has been widely viewed as a success by the cycling community. The new cycle tracks and junctions will be commissioned in turn over the next six months.

## **Quietways**

- 7.16 The Quietway programme will provide a cross-London network of high-quality quiet routes which will be clearly signed for easy use. Linking key destinations, they will include sections through parks, along waterways and tree-lined streets and provide an alternative to cycling on busy main roads. They are being designed to appeal to new or inexperienced cyclists, or those wishing to travel at a more leisurely pace. The Quietways are being delivered in partnership with the London Boroughs, Royal Parks and the Canal and River Trust. Construction on Quietway 1 – Waterloo to Greenwich and Quietway 2 – Bloomsbury to Walthamstow continues. Construction on both routes will complete in late 2015. Construction has now commenced on Quietway 3 – Regents Park to Gladstone Park.
- 7.17 Construction on the next five Quietways will commence later this month these include:
- a) Quietway 4 - Clapham Common to Wimbledon;
  - b) Quietway 5 - Waterloo to Croydon;
  - c) Quietway 6 - Aldgate to Hainault; and
  - d) Quietway 7 - Elephant & Castle to Crystal Palace.

## **Central London Cycling Grid**

- 7.18 The Central London Cycling Grid provides a cohesive network of cycling routes to improve accessibility of Central London by bike. The Grid spans across the 10 Central London boroughs and involves the Royal Parks and Canal and River Trust as Delivery Partners. Construction is now in progress, with 23 of the 125 borough schemes now underway or complete.

## **Mini-Hollands**

- 7.19 The aim of the Mini-Holland programme is to transform the town centres in three outer London boroughs, Enfield, Kingston and Waltham Forest, into cycling friendly places to live in and travel around, much like their Dutch counterparts.
- 7.20 Construction on the Meridian Water to Enfield Town Quietway has commenced in Enfield, and Waltham Forest has substantially completed two major schemes at Walthamstow Village and Ruckholt Road. Two of the Waltham Forest Cycle hubs launched on 31 July in Town Square Gardens and Leytonstone. Consultation has also started on Whipps Cross and Section A of Lea Bridge Road, while detailed design has continued on the remaining sections.

## **Walthamstow Village – Grand Opening of Mini-Holland and Dutch Cycling Fair**

- 7.21 On the 14 September 2015 the London Borough of Waltham Forest launched the Orford Road Mini-Holland scheme. Orford Road is a part of the £25m Mini-Holland programme and this scheme forms part of the wider Walthamstow Village project, which aims to improve conditions for cyclists and pedestrians through reducing non-local traffic from driving through the area.
- 7.22 Waltham Forest organised this community event in partnership with London Cycle Campaign (LCC) and activities included, cycle dancers and music, a Bike Try Out

Zone, LCC and Space for Cycling information stand, Mini-Holland Programme information point and local business stands selling food, drinks and much more. The Cycling Commissioner and Councillor Loakes, Deputy Leader of Walthamstow, attended the celebrations and officially opened the scheme.

### **East Croydon Cycling Parking Hub**

- 7.23 The Croydon Cycle Parking Hub and Brompton Bike Hire dock were formally opened in Croydon town centre on 18 September. This Hub, located in College Road opposite East Croydon station, provides free covered cycle parking for 80 bikes while the neighbouring Brompton Bike Hire dock houses eight folding bikes for hire. There is also a cycle work station for carrying out small repairs including a cycle pump.
- 7.24 The project is joint funded by Croydon Council and TfL. The Hub is the flagship scheme delivered as part of Croydon's Biking Borough programme (BB), a three-year TfL cycling initiative that aimed to provide for and encourage more cycling in outer London. The BB programme was the forerunner to, and provided lessons learnt for the current Mini-Hollands programme.

### **Cycle Hire Fifth Anniversary**

- 7.25 On 30 July 2015 the London Cycle Hire scheme celebrated its fifth anniversary. More than 43 million journeys have been made on hire bikes since the scheme launched. The scheme has expanded and now has 11,500 bikes and 748 docking stations covering over 100km<sup>2</sup> of the Capital. Next year will see the scheme extend into Queen Elizabeth Olympic Park.

### **Cycle Secure Week**

- 7.26 Over 3,000 bicycles were registered across London during a week of cycle security action by TfL, BikeRegister the Metropolitan Police Service, City of London Police and the British Transport Police.
- 7.27 Cycle Secure Week, which ran from 7-13 September 2015, aimed to increase the number of bicycles marked and registered in London. The week also raised awareness of the free bike registering events that take place across the Capital throughout the year. During the week of action, 3,205 bicycles were registered for free by BikeRegister and the TfL part-funded policing teams. The events also offered cyclists free security advice on how to keep their bike safe from thieves, the best locks to use when securing a bike and how best to lock bikes to a cycle stand.

### **National Cycle to Work Day**

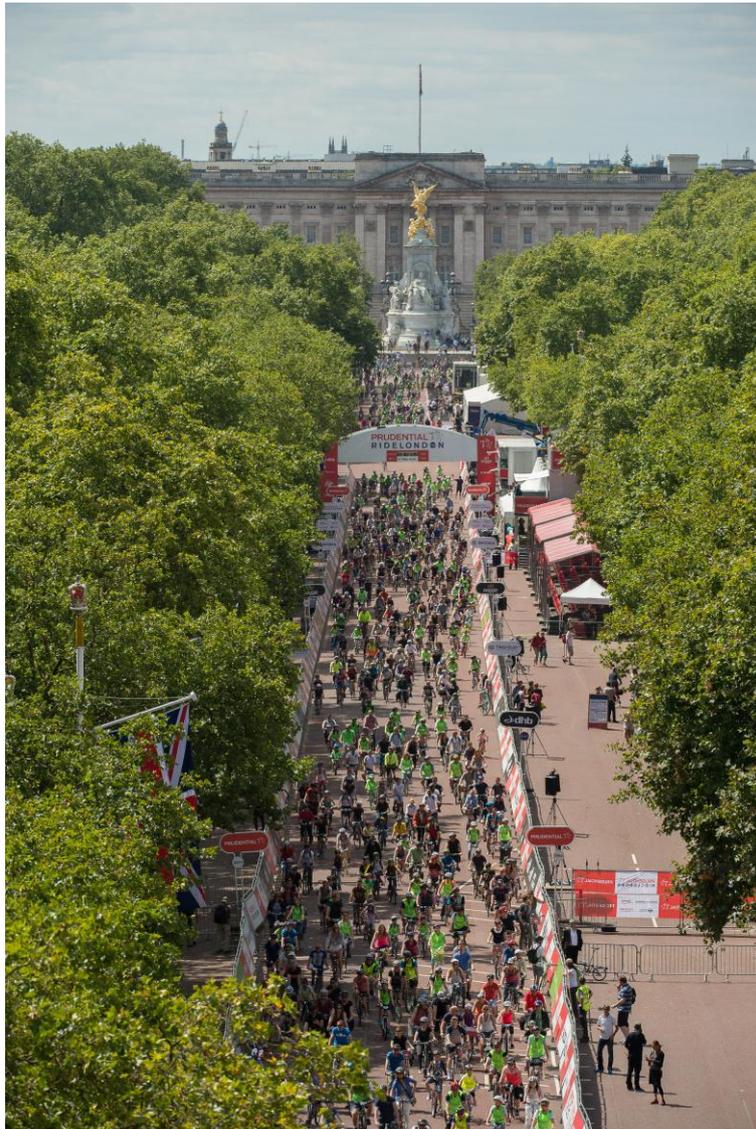
- 7.28 Thursday 3 September 2015 was National Cycle to Work Day and we encouraged all Londoners to consider swapping their regular commute to a bicycle. Those Londoners that pledged to cycle via the 'Cycle to Work Day' website – [www.cycletoworkday.org](http://www.cycletoworkday.org) – were given free access to Santander cycles for 24 hours.

## **Cycling Awards**

- 7.29 The London Cycling Awards, hosted by the London Cycling Campaign, are the UK's only urban cycling awards dedicated to London's passionate cycling community, which showcases the best of cycling in London – brands, events, cycling cafes, champions and community projects, schemes and more.
- 7.30 At the 2015 awards ceremony on the 29 June, Prudential RideLondon won the Cycling Event of the Year. The event also won the BT Sports Industry Award for Participation Event of the year for the second year running and won the Event of the Year award at the European Sports Tourism Awards.
- 7.31 TfL's Behaviour Change Programme 'Cycling Workplaces' also won an award, for the Best Cycling Scheme. The Cycling Workplaces initiative offers employers with five or more staff access to free cycling information, lunchtime cycle safety seminars, cycle training and free cycle stands. This work has resulted in an average 16 per cent increase in the number of people cycling to work at workplaces involved.
- 7.32 Santander Cycles has won the 'Best Integrated Community Hub or Cycle Scheme' at the Cycling Planning Awards 2015. Whilst Cycle Hire has won awards previously, it is pleasing to note that more than five years since the original launch, the scheme is still seen as setting the pace for cycling programmes in Britain.

## **Prudential RideLondon**

- 7.33 RideLondon 2015 was the busiest yet and took place on 1 and 2 August 2015. Around 100,000 cyclists took to two wheels over the weekend in August, and the event was watched by around 250,000 spectators. In addition to the established events (FreeCycle, London-Surrey100, Women's Grand Prix, Men's Classic, Handcycle race and Junior Grand Prix), this year the festival also included the 10th Brompton World Championship, which attracted huge crowds.
- 7.34 RideLondon was broadcast to 194 countries, including a six hour programme on the BBC when it was the most watched TV programme in its time slot. #RideLondon trended globally and there were 193 million Twitter page impressions worldwide.
- 7.35 Our staff engaged with 3,400 attendees over the course of the weekend to promote the Mayor's Vision for Cycling in London. In recognition of the ongoing success of the event, we have recently extended the contract with the event organiser to 2019. The ballot for RideLondon 2016 opened on 10 August 2015.



RideLondon 2015

### **Aviva Tour of Britain**

- 7.36 A 6.2km closed road circuit around central London hosted the final stage of The Aviva Tour of Britain on 13 September 2015. Crowds came out in force to support the world class field and TfL staff engaged with a variety of people at the Mayor's Vision for Cycling stands.
- 7.37 To accommodate Cycle Superhighways construction, the race was moved to a new closed road circuit featuring Piccadilly Circus, Regent Street, Trafalgar Square, the Strand and Whitehall. Traffic impacts were minimised before the event via a bespoke Travel Demand Management campaign, and on event day by TfL's Strategic Coordination Unit; run out of the Palestra Events Liaison Facility.
- 7.38 Over 200,000 spectators came out in force to watch the race, the highest turnout since TfL began supporting the event in 2004. The London stage was broadcast in 120 countries. One million viewers watched in the UK alone, a larger audience share than the Tour of Spain (Vuelta), which was broadcast on the same day.

7.39 The aim of the event was to inspire members of the public to cycle more; in previous years, 50 per cent of spectators claim to cycle more after watching an event like Tour of Britain. To maximise the opportunity to inspire more people to cycle, TfL staff also engaged face to face with 1,200 potential cyclists at the Mayor's Vision for Cycling stands in Trafalgar Square and at Regent Street. Finally, to further promote cycling to a younger audience, TfL ran a competition in London schools to design the race start flag. The two young winners proudly used their flag designs to start the race alongside Surface Transport Managing Director Leon Daniels.



Aviva Tour of Britain Start 2015

## Blaze Lights

7.40 As part of our wider work to make London's roads safer for cyclists, we are currently carrying out a trial of Blaze Lazerlights that alert drivers to an approaching Cycle Hire cyclist in their blind spot at night time. This is the first time this technology has been built directly into the frame of a hire bike and involves trialling the technology on 250 bikes.

## 8 Walking

### Pedestrian Town Centres Programme

8.1 Plans for the Pedestrian Town Centres Programme were announced in July 2015. The programme aims to deliver innovative safety measures in Peckham and

Tooting town centres to make them safer places for pedestrians. These two locations were chosen because they have relatively high numbers of pedestrian casualties and are high risk to pedestrians (where risk is measured as the number of pedestrian KSIs per one billion kilometres walked). We have commissioned consultants to deliver the pedestrian safety strategy for each town centre, which will be completed by the end of 2015. Over the course of the next two to three years, we will use this strategy to develop and implement a wide range of innovative safety measures to make the areas more appealing and enjoyable for those using the town centre on foot. The London Boroughs of Wandsworth and Southwark have been working in partnership with us to progress this programme, and we look forward to continuing this work in the future.

### **Walk London Weekend**

- 8.2 Saturday and Sunday 17/18 October 2015 Walk London launched 'Autumn Ambles', 40 free guided walks covering London's seven top walking routes. All walks are designed to connect some of London's best attractions, parks, woodland, rivers, canals and open spaces and are perfect for anyone wanting to discover what's on London's doorstep. The Autumn Ambles weekend is organised by Walk Unlimited and funded by TfL. All walks start and finish either at, or within easy reach of public transport facilities.

### **Pedestrian Countdown**

- 8.3 In September 2015 we confirmed our commitment to double the number of pedestrian countdown sites across London by summer 2016. The Mayor had set us a target of upgrading 400 crossings – 10 per cent of all those in London – with the technology by April 2016, however we have stretched the target by a further 400 – meaning we are committed to upgrading 800 crossings, or around 20 per cent of all pedestrian crossings in London will have Pedestrian Countdown by summer 2016. The technology will replace the 'blackout' period on traffic signals with a numerical counter to show how long pedestrians have left to safely cross the road. We currently have more than 430 sites with the technology across London. The work forms a key part of the Mayor and TfL's road safety target to halve the number of people killed or seriously injured on London's roads by 2020.

## **9 Safety**

### **Operation Neon**

- 9.1 TfL continues its important work to combat touting, unlawful plying for hire and other illegal cab activity. This illegal activity poses a serious risk to the travelling public and undermines the legitimate, law abiding Taxi and Private Hire trades. In response to the issues raised through the London Assembly's Future Proof report, TfL has put additional measures in place and substantially increased the levels of visible enforcement to deter and disrupt illegal minicab activity in hotspot locations in central London. Launched in May 2015, Operation Neon is a high visibility, multi-agency operation involving TfL enforcement and compliance officers, TfL funded officers in the Metropolitan Police Roads and Transport Policing Command (RTPC) and local authority parking attendants which is proving to be very effective in dealing with many of the issues identified by the trade and keeping roads and ranks clear so that the legitimate, law abiding trades can operate.

- 9.2 Over the 42 nights that the operation has been running:
- a) 3,644 PHV drivers have been advised and moved on to keep roads clear for taxis and booked PHVs;
  - b) 251 PHV drivers were reported for not having a badge and were stopped from working for the remainder of the evening;
  - c) 2,310 PHV drivers were reported for not wearing their badge;
  - d) 47 PHV drivers reported for plying for hire offences;
  - e) 459 PHV drivers reported for parking on Taxi ranks; and
  - f) 974 parking tickets issued.

9.3 Operation Neon is just one element of TfL's robust enforcement action with police partners, which continues to tackle illegal and non compliant cab activity in central London and other priority areas.

9.4 Siwan Hayward, TfL's Deputy Director of Enforcement and On-street Operations hosted a visit for Michael Liebreich, TfL Board member, to observe TfL and RTPC cab enforcement activity on 4 September 2015. He observed Operation Neon at one of the priority patrol locations, observing the conflict for road space between taxis and the private performance cars, and keeping the rank full while stopping taxis for tailing back and obstructing the buses. He also observed a plain-clothes police anti-touting operation as part of Operation Safer Travel at Night (STAN).

### **Enhanced Enforcement Capability**

9.5 Enforcement capability on the road network is being enhanced through the rollout of 80 new TfL Roads and Transport Enforcement Officers (RTEOs). They will predominately be an on-street problem solving and enforcement resource with some capability to respond to issues in real time.

9.6 The first 20 officers are in place and on 3 August began their four week on-street training programme. Despite these officers being in place for only a matter of weeks and in training they have made a valuable contribution in dealing with road safety and reliability issues and are already proving to be an effective front line problem solving resource.

9.7 As part of the training programme the RTEOs have all successfully completed the Lantra 12B traffic management training and the MPS Community Safety Accreditation Scheme training and now can use their stop and direct powers.

9.8 The officers are being deployed to 10 default priority locations which have been identified through analysis of roads reliability issues and planned works. The locations include: Marylebone Road, Baker Street, Euston Road, Kings Cross, Tottenham Court Road/Oxford Street; Hyde Park, Piccadilly Circus/ Haymarket, Aldgate, Millbank/Vauxhall, Elephant and Castle and London Bridge.

9.9 The next tranche of 20 officers will begin classroom training in October. The full rollout will be complete by May 2016.

## **Operation Clearway**

- 9.10 We continue our work to take effective action against unlawful obstructions on the highway and keep streets clear for pedestrians. Operation Clearway has been established to develop TfL's strategy to prevent unlawful obstructions on our network with the aim of removing potential dangers and increasing accessibility for the public.
- 9.11 In order to gain compliance, our on-street enforcement officers are engaging and educating local businesses on the potential problems unlawful obstructions such as A-boards, tables and chairs, and illegal street trading pose to the public. In some cases where there is non-compliance, warning letters, followed by Fixed Penalty Notices (FPNs) are issued. During the current trial of this approach on Camden High Street and Kingsland High Street, 96 letters and 24 FPNs have been passed on to businesses to date. Compliance rates are currently high, but a policy is being developed to ensure this remains the case in the long-term across the TLRN. An Operation Clearway Steering Group has now been established, with representatives from a number of business areas, to develop the strategy and engage with stakeholders from across London including local boroughs and disability support groups.

## **Digital Collision Map**

- 9.12 In September 2015 we launched the Capital's first interactive digital collision map, which is part of our continued drive to improve road safety awareness to reduce the number of casualties in London. The Collision Map – which can be viewed at [www.collisionmap.london](http://www.collisionmap.london) – uses extensive data, collected by the Police and held by TfL, to provide information on road collisions in local areas. This creates a useful new way to inform road users about junctions with high collision histories and aiding improvement work in line with TfL's commitment to improve transparency for customers and stakeholders.
- 9.13 The map allows anyone to easily search for collisions anywhere within London, providing information about when, where and how severe incidents were, which date back to 2005. The aim is to help raise awareness of road conditions and encourage road users to take extra care at junctions.

## **10 Freight**

### **Safer Lorry Scheme**

- 10.1 The Safer Lorry Scheme was launched on 1 September. The scheme, designed to improve cyclist and pedestrian safety, requires every vehicle in London weighing more than 3.5 tonnes (with a small number of exemptions) to be fitted with:
- a) side guards to protect cyclists from being dragged under the wheels in the event of a collision; and
  - b) class V and VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicles.

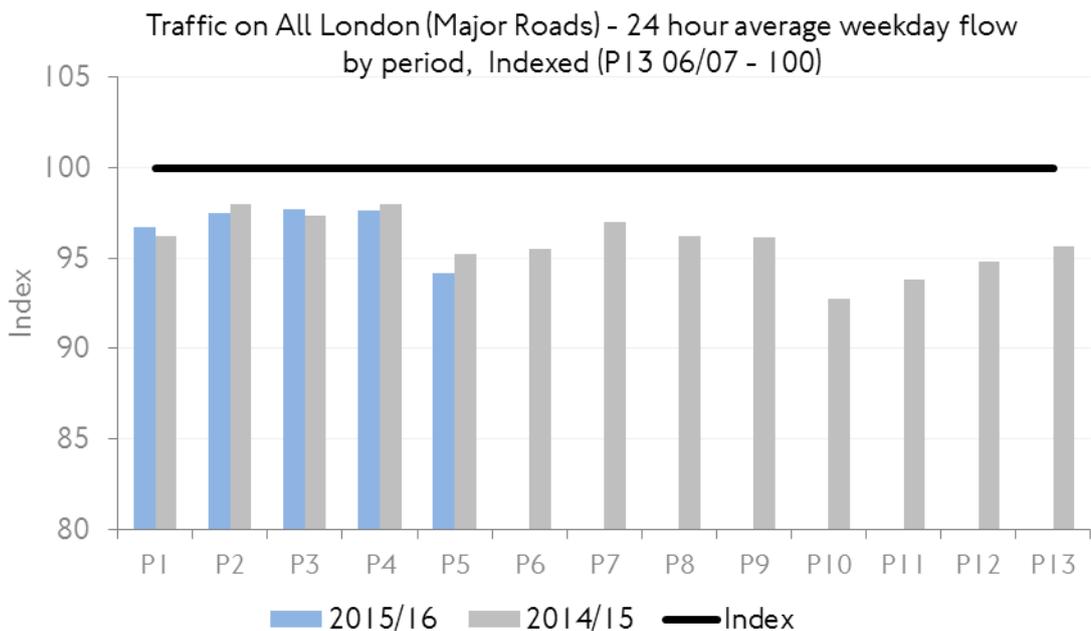
- 10.2 These requirements are being enforced by the Metropolitan Police, City of London Police and the Driver and Vehicle Standards Agency through their role in the Industrial HGV Task Force. The scheme is the result of collaboration between TfL, London Councils and Heathrow Airport which has allowed coverage across all roads managed by these authorities. 'Safer HGV Zone' signs have been installed at the boundary.
- 10.3 The launch of the scheme follows a public consultation last year where 90 per cent of respondents said they supported the plans. A statutory consultation was then held, followed by a period of extensive communications with the freight industry to ensure that all HGV operators and drivers had adequate time to make any changes necessary in order to be compliant.
- 10.4 We are investigating what impact further safety improvement, such as fitting windows to the lower half of a HGV cab door, or using the planning system to ensure construction HGVs use the safest routes possible, will have on reducing the potential collisions with cyclists and pedestrians.

**All Party Parliamentary Group on Freight**

- 10.5 We were invited to give a presentation on the Freight work programme to the All Party Parliamentary Group (APPG). Ian Wainwright Head of TfL's Freight and Fleet Team gave a presentation to Members of Parliament and other representatives from across the industry about the work that we are doing to develop a new long-term strategic approach to freight. The APPG also heard details of our freight safety campaigns and safer, high vision, lorry cabs. Follow up meetings will be held with vehicle recovery representatives about the role they can play in reducing congestion on London's roads.

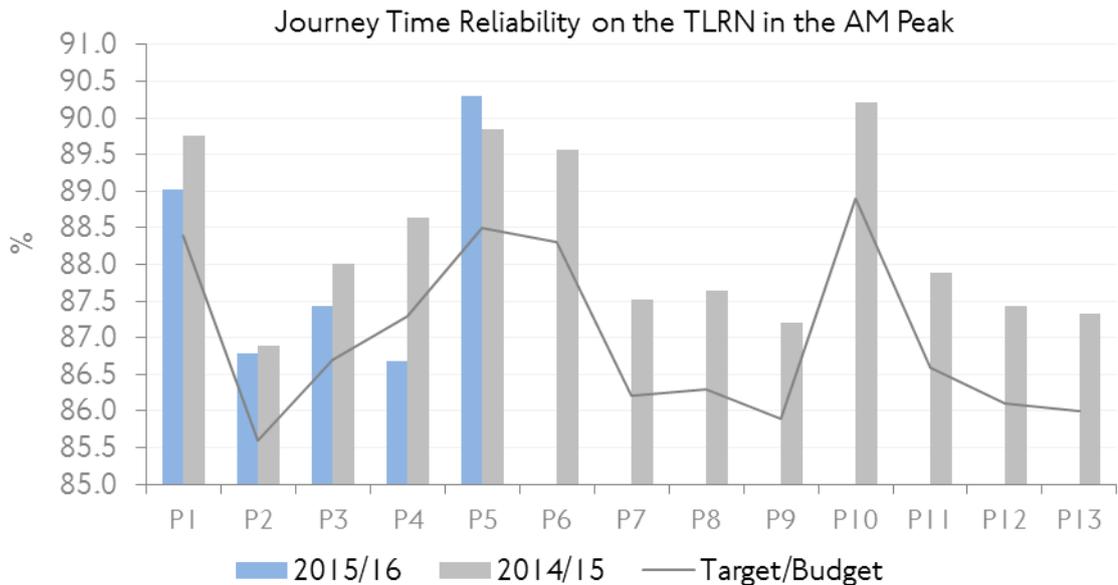
**11 Keep London Moving**

**Traffic Flows**



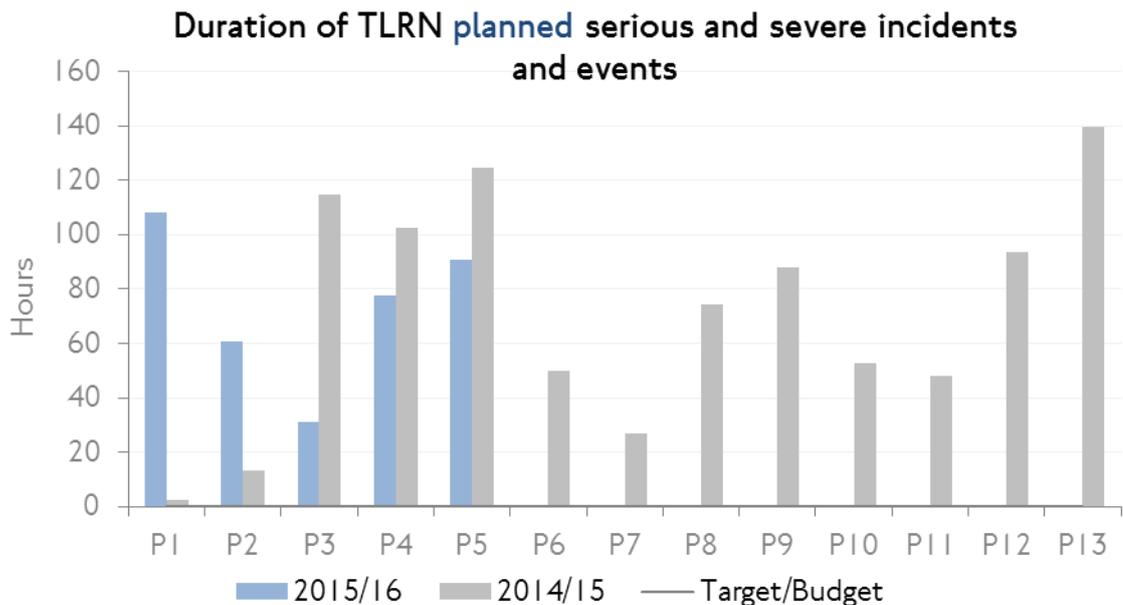
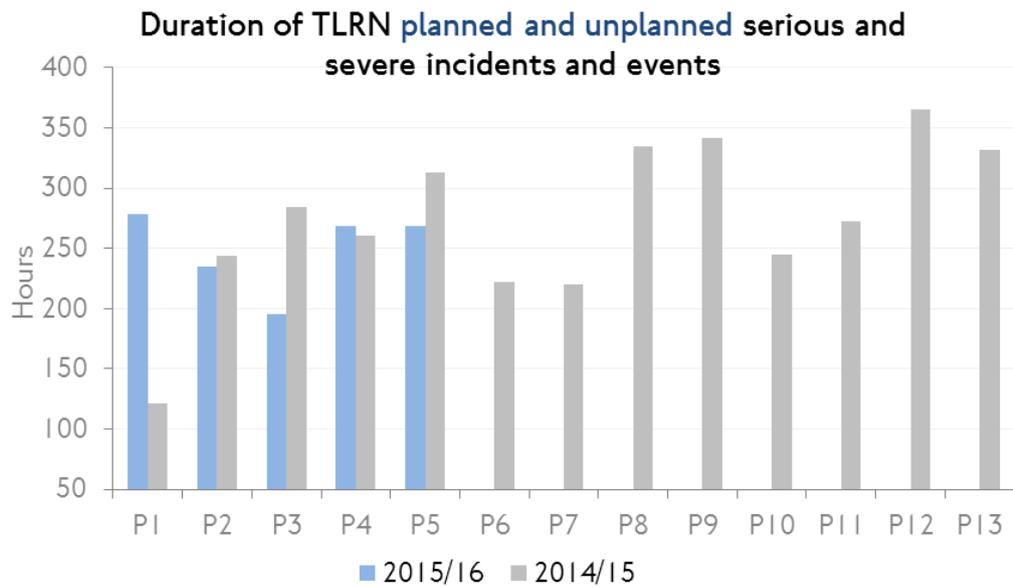
11.1 The pan London traffic index in Period 3 was 97.7, this was 0.4 index points above the same period in 2014/15. Periods 4 and 5 were lower than the same periods last year, Period 4 was 97.6 (-0.4 index points lower than 2014/15) and Period 5 was 94.2, (-1.0 index points lower than 2014/15). Period 5 usually experiences easier operating conditions due to the typically lower traffic flows associated with the summer holidays.

### Journey Time Reliability



11.2 The TLRN Journey Time Reliability (JTR) target for 2015/16 is 87.0 per cent. Periodic targets have been set at 1.3 percentage points below the figures for the same period last year in recognition of the Roads Modernisation Plan and the expected increases in traffic levels. In Period 3, JTR on the TLRN (all directions) was 87.4 per cent, 0.7 percentage points above the period target. In Period 4, JTR was 86.7 per cent, 0.7 percentage points below the period target. In Period 5, JTR was 90.3, 1.8 percentage points above the period target.

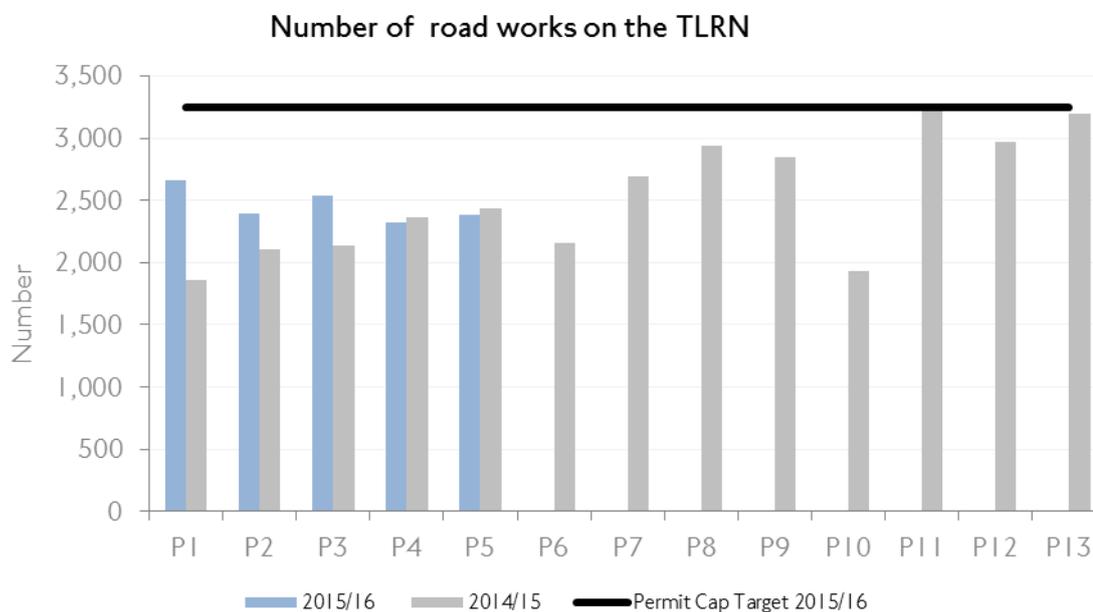
## Planned and Unplanned Disruption on the TLRN



- 11.3 In Period 3 there were 195 serious and severe disruption hours from planned and unplanned events spread across 99 separate incidents on the TLRN. The main drivers for the unplanned serious and server disruption include traffic collisions, breakdowns and unplanned utility works.
- 11.4 Overall in Period 4 there were 269 serious and severe disruption hours from planned and unplanned events spread across 103 separate incidents on the TLRN. This is a difference of 8 hours compared to Period 4 2014/15.
- 11.5 In Period 5 there were 269 serious and severe disruption hours from planned and unplanned events spread across 107 separate incidents on the TLRN. This difference of 44 fewer hours compared to Period 5 last year. Overall the amount of

serious and severe disruption per event, a measure of effectiveness of the resolution of unplanned incidents was lower at 1.9 hours compared to 2.0 in the same period last year and lower than the target of 2.0 hours.

## Road Works on the TLRN



- 11.6 The maximum permissible total number of road works allowed on the TLRN has been capped at 3,250 in any one period. In Period 3 the total number of road works reported on the TLRN was 2,541. This is a difference of 19.2 per cent compared to the 2,132 reported in Period 3 of the previous year. In Period 4 the total number of road works was 2,319, this is a difference of -2.1 per cent compared to last year. In Period 5 the total number of road works reported on the TLRN was 2,379, this is a difference of -2.3 per cent compared to Period 5 2014/15. This was a -27 per cent difference compared to the cap.

## Roads Modernisation Programme

- 11.7 We are now approaching the peak level of construction activity in the current phase of the Roads Modernisation Programme and, while there was some temporary respite in traffic levels due to the summer holidays, traffic and congestion levels have increased since schools reopened in September 2015. We are now approaching the peak of the disruption between now and early 2016, delays to traffic should start improving from early 2016 as individual schemes start to complete and the benefits of the Roads Modernisation Plan are realised. London should therefore start seeing increasing improvements to conditions on the road network from this peak time to the point when key schemes complete by early 2017.
- 11.8 We continue to use our sophisticated traffic signal systems to actively manage flows on the road network to minimise overall traffic disruption. There are 140 key sites where we know we can manage the biggest traffic movements towards central London, particularly in the AM peak, while minimising disruption to bus users. We have a library of traffic signal timing plans for these locations which are deployed to respond to different traffic situations. This helps us to tactically

manage the impact of works in response to ever changing network conditions. This has been used recently to effectively manage the impacts of the Cycle Superhighway works, the Better Junction scheme at Oval, and the regeneration project at Elephant and Castle, where key junctions have been kept clear to maintain the flow of traffic.

### **Traffic Management Innovations**

- 11.9 To manage the impacts of the roads modernisation plan we have new and innovative ways to keep road users moving and informed. For the first time on our road network, new digital road signs are being trialled along the A12, A13 and A40 showing the “time to destination”. This will provide drivers with the latest real-time information on the road, help them to plan their journey and, potentially, seek an alternative route.
- 11.10 We are also trialling a new operating system of temporary traffic lights that can be remotely controlled from our control centre. This will mean the phasing of traffic lights can be changed quickly and efficiently to improve traffic flow and cut delays through areas of roadworks.



Digital Sign showing ‘time to destination’

### **Real Time Origin Destination Analysis Tool (RODAT)**

- 11.11 RODAT – an operational tool to monitor dynamic changes in traffic flows entering central London in near-real time – went live on 31 August. The system uses

existing sensors provided by Automatic Number Plate Recognition (ANPR) cameras, Automatic Traffic Counter (ATC) sites, plus SCOOT loops. This allows our operational teams to identify routes experiencing the highest or lowest variances to flows and journey time profiles, and helps guide appropriate responses and interventions. The system is highly configurable so that new sensors can be added in future, enabling us to more actively and accurately intervene to protect journey time reliability and reduce overall disruption.

## **Structures and Tunnels Investment Programme**

### **Hammersmith Flyover**

- 11.12 Completed in 1961, the Hammersmith Flyover carries the four-lane A4 arterial road over the Hammersmith gyratory, and links the west to central London. The flyover has now been strengthened to prolong its life and ensure that no major maintenance will be required for many years. This final phase of work followed on from earlier repairs made in 2012.
- 11.13 New tensioning cables, totalling 6.5km in length have been installed and fully tensioned, restoring the strength within the structure. The entire flyover has been re-waterproofed and resurfaced and all 34 bearings underneath the flyover have been replaced, allowing it to adapt to weather conditions and expand in the summer and shrink in the winter by up to 180mm.
- 11.14 The refurbishment, which has seen hundreds of engineers working day and night over the past two years means that the flyover is now safe to use for decades to come and will require less regular maintenance work, resulting in less congestion and traffic delays in the future.

### **Chiswick Road Bridge Replacement**

- 11.15 As part of the Roads Modernisation Plan, work to strengthen and refurbish the 80-year-old Grade II\* listed Chiswick Bridge has been completed to make it safe for road users for many years to come. Highly skilled stonemasons conserved as much of the original stonework as possible and where deteriorated beyond repair, replacements were sourced from the same quarry that supplied the original Portland stone back in the 1930s.
- 11.16 All works on and inside the bridge have now been completed, the stone parapets have been reinforced and either refurbished or replaced, new architectural lighting has been installed, the structural concrete has been repaired and the deck has been waterproofed and resurfaced. Cycling and walking have been improved by introducing a segregated cycle path and pedestrian walkway and the four staircases have also been fully refurbished with new lighting installed.



Chiswick Road Bridge

### **Fore Street Tunnel**

- 11.17 Work to upgrade the Fore Street Tunnel in north London was completed in August 2015. The work will help to keep it safe and fully functional for the 60,000 vehicles that travel through it every day. The construction works are complete and the new mechanical and electrical systems commissioned. Planned resurfacing works will follow the tunnel works and are due to be completed in October 2015.

### **Major Highway Enhancement Portfolio**

#### **Bow Vision**

- 11.18 Following the release of the Bow Interchange public consultation report in July 2015, with 86 per cent of respondents supporting the proposals, improvements for pedestrians will begin later this year. The work will include new signalised pedestrian crossing facilities at the roundabout, making it easier to cross from all sides, a new area of public space under the flyover, and new links to the pedestrian and cycle routes along the River Lea towpath. Work will be coordinated with the upgrade of Cycle Superhighway 2, which is expected to finish in spring 2016.

#### **Elephant and Castle Northern Roundabout**

- 11.19 Strong progress has been made on the transformation of the Elephant and Castle Northern Roundabout, to make the area safer and more welcoming for local residents and vulnerable road users. Work to close the old subway network reached the half-way mark in July, and 0.5km of kerbs for new cycle tracks and

improved public spaces are already in place. Work to create new direct street-level pedestrian crossings began in August, to make it easier for people to access the area.

11.20 We introduced a series of customer information and pedestrian wayfinding upgrades in July 2015. The improvements were timed to coincide with the planned permanent closure of the subways. They included Legible London-style signage, PA announcements and other information in London Underground stations, and the use of Travel Ambassadors to help people navigate the area.

11.21 When complete the £25m overhaul will significantly upgrade facilities for pedestrians, cyclists and drivers by converting the existing roundabout into a peninsular, creating a new, more open and accessible public space, with the road around it converted to two-way traffic. New segregated cycle routes will be created through and around the junction to improve safety for cyclists. The project, forms part of a wider £150m package of works, which will also see improvements made to the Northern line Tube station at Elephant and Castle. The main highway works remain on course to be fully completed by summer 2016; with the new peninsula public space created after the upgrade to the Northern line station is completed after 2020.

### **Silvertown Tunnel**

11.22 The Silvertown Tunnel project is a proposal to deliver a twin-bored road tunnel, alongside the Blackwall Tunnel, with connections to Silvertown in the north and the Greenwich Peninsula in the south. The tunnel will provide additional capacity and resilience to the road network around Blackwall Tunnel and provide opportunities for greater road and public transport connectivity to east and south-east London. Construction is not expected to start until 2018, with completion in 2022.

11.23 The statutory public consultation for the scheme commenced on 5 October 2015 and will run to 29 November 2015. The consultation material provides detailed descriptions of the scheme, including the outline design of new junctions to link the tunnel to the existing road network; a description of the improvements to public transport; walking and cycling improvements ;charging proposals and a description of the expected traffic and environmental impacts. Following due consideration of the outcome of the consultation, a planning application is expected to be submitted in spring 2016 for the necessary powers to construct and implement the scheme.

11.24 The consultation will be open to all. Amongst other publicity activities, we will write directly to almost 500,000 residents and businesses in areas surrounding the proposed tunnel alignment; place targeted advertising in local and London-wide media; and use a range of digital marketing tools targeted at those areas where we consider there will be greatest potential interest in the scheme.

11.25 Following due consideration of the outcome of the consultation, a Development Consent Order (DCO) is expected to be submitted in spring 2016 for the necessary powers to construct and implement the scheme.

11.26 We are proposing to procure the scheme through a public/private partnership (PPP) for the design, build, finance and maintenance of the tunnel. Early engagement with potential industry partners and financial institutions has

commenced, to understand the market factors, before we formally launch the procurement programme in the spring of 2016.



Image looking south west towards the Silvertown tunnel portal

### **Borough Rollout of Surface Playbook**

11.27 Surface Playbook is a geographical information system that provides access to all the projects and programmes planned for the London road network, including significant London Borough projects and those led by utilities and third parties. As part of our commitment to sharing information with key stakeholders, we invited all boroughs to participate in a six month trial of a web-based version of the tool. A total of 23 boroughs decided to participate. The information will be used by the boroughs to help inform their decision making, when planning future schemes and programmes on their roads. Once the trial is complete in January 2016 the feedback we receive will be used to develop a solution for the external roll out of Surface Playbook to all stakeholders, helping us to extend the benefits to as many users as possible.

### **Wood Green Major Scheme**

11.28 The Wood Green Major Scheme in Haringey was successfully completed in August 2015. The scheme received over £4m from the Local Implementation Plan (LIP) Major Schemes Programme and we worked closely with the London Borough of Haringey to deliver this transformational scheme. Improvements included junction upgrades, wider footways, new street trees, cycle parking and the removal of a signal junction at Wood Green High/Alexandra Road. The scheme also delivered improvements for pedestrians, cyclists and bus users, along with a significantly enhanced public realm in this important metropolitan town centre.



Wood Green Major Scheme

### **Streetworks Prosecution**

- 11.29 UK Power Network was fined over £17,000 in connection with safety violations across a variety of construction sites. The works took place between December 2014 and February 2015 and were carried out in Cheam, Lower Clapton and Masons Hill in Bromley. During the works, TfL Roadwork Enforcement inspectors identified a range of issues, from improper signage to disorganised traffic management. At one of the locations, Masons Hill, school children were forced into the carriageway during heavy traffic due to inadequate provision of alternative pedestrian routes – potentially putting lives at risk.
- 11.30 BT was fined nearly £6,000 in connection for streetworks offences for works undertaken on Brixton Road on 23 March 2015. The works were improperly signed with disorganised traffic management and vehicles were forced to use opposite traffic lanes, narrowly avoiding collision. BT pleaded guilty to the offence. We will continue to robustly monitor and pursue legal action against anyone who carries out unsafe working practices on our roads.

### **Federation Internationale de l'Automobile Conference 2015**

- 11.31 On 16 September 2015 London hosted the Federation Internationale de l'Automobile (FIA) 2015 Mobility Conference. The conference theme was the 'connected city', and covered emerging approaches to mobility and transport solutions in the urban environment. It was attended by 235 delegates from 78 countries, and TfL were invited to host a half day of the week long conference. This involved 70 of the delegates visiting Palestra to take in an exhibition featuring

the new technology TfL is using to improve the London transport network. The exhibition included a focus on innovative bus technology, active traffic management and Ultra Low Emission Vehicles. Alan Bristow, Director of Road Space Management, also led tours of the Surface Transport and Traffic Operations Centre. The session was closed by Leon Daniels, Managing Director of Surface Transport, who spoke to the delegates about innovations in our integrated transport network which could benefit transport systems worldwide.

## **12 Environment**

### **Ultra Low Emission Vehicle (ULEV) Delivery Plan**

- 12.1 The ULEV Delivery Plan was launched on 22 July 2015 at a high level summit attended by key stakeholders from across government, industry and automotive manufacturers. The Delivery Plan sets out how TfL and its partners will deliver the Mayor's ambition for London to be the 'ULEV Capital of Europe'. This means London grows as a sustainable city where Ultra Low Emission Vehicles (ULEVs) are the preferred option for all vehicle travel, not only across public transport, but also in other fleets and for private vehicle owners. Increasing ULEV uptake will be an important component of tackling London's air quality and CO2 challenges, as well as providing the opportunity for London to be at the forefront of a technological revolution in the motor industry. The Delivery Plan sets out an action plan of 15 key actions to address the specific challenges currently limiting ULEV uptake in London. The actions include those needed now; those required to prepare London for the predicted uptake in ULEVs in the next 5-10 years; and longer term actions that will prepare us for ULEVs becoming the mainstream vehicle option in London.

### **Low Emission Commercial Vehicle (LECV) Programme**

- 12.2 The new LECV Programme was launched in July. LECV is a five year initiative leading up to the implementation of the Ultra Low Emission Zone in 2020. It aims to accelerate the development, supply and wider uptake of low emission commercial vehicles and supporting refuelling infrastructure. The programme has been welcomed by industry and has attracted over 40 working group members including fleet operators, vehicle manufacturers, academics, London Boroughs, consultants and funding bodies. Specific outputs of the programme will include new voluntary environmental standards for commercial vehicles and demonstration of public sector lead in support fleet operations. The launch of the LECV programme is a key action in the Mayor's Ultra Low Emission Vehicle Delivery Plan.

### **Major Events**

- 12.3 We have been actively involved in the delivery of numerous events over the summer period, from Prudential RideLondon and Tour of Britain through to a number of ceremonial events marking occasions such as the anniversary of VE Day and the Waterloo Dispatch. We are currently working with England 2015, the organisers of the Rugby World Cup on delivery of the transport plans for the London venues of the tournament which started on 18 September 2015. Our facilities at Palestra are being used by the organisers to coordinate the transport activity, with colleagues from across the transport sector coming together jointly

manage their operations. Planning is also well advanced on this year's New Year celebrations, which will be impacted by work both on road and rail networks.

**List of appendices to this report:**

None

**List of Background Paper:**

None

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