

TRANSPORT FOR LONDON

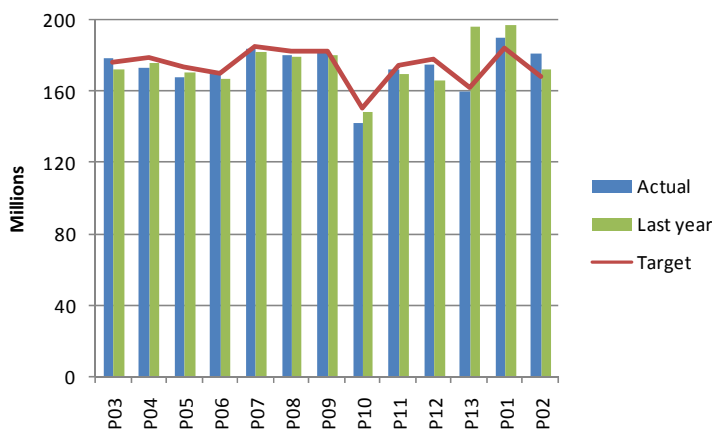
SURFACE TRANSPORT PANEL

SUBJECT: MANAGING DIRECTOR'S REPORT

DATE: 30 JUNE 2010

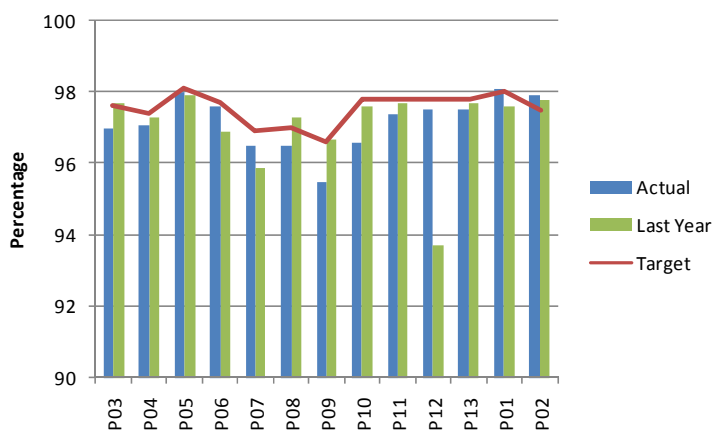
1 BUSES

Bus Network Performance: Bus Passenger Journeys



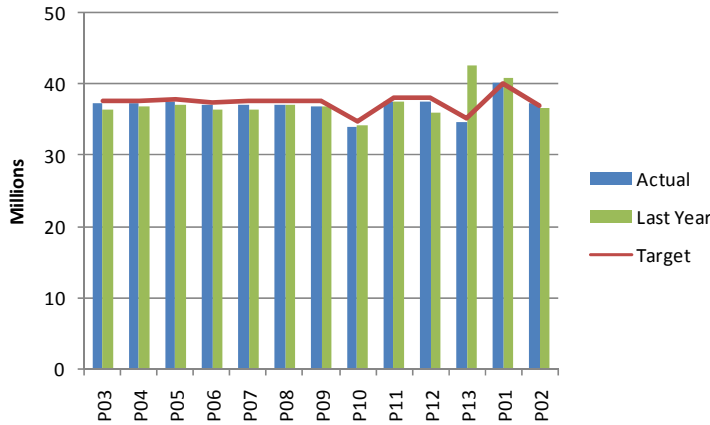
1.1 London's Buses carried 181.3 million passenger journeys in period 2. This is 7.6 per cent better than target and five per cent better than the same period last year. After adjusting for seasonal differences the underlying journey growth was around half a per cent (the late-May bank holiday and school half term fell in period 2 last year but period 3 this year).

Bus Network Performance: Percentage of Scheduled Service Operated



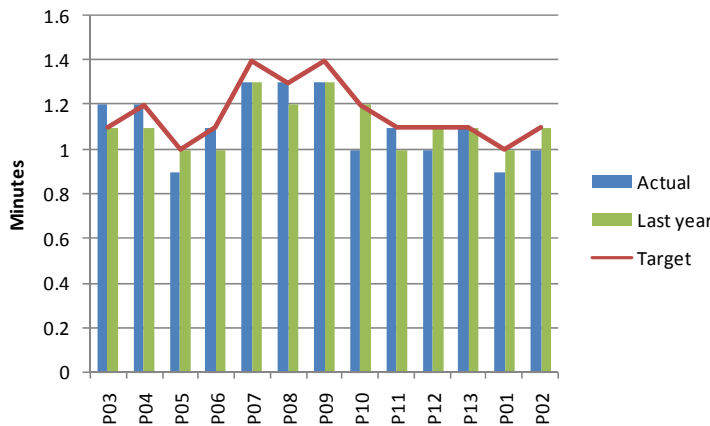
1.2 The percentage of scheduled service in period 2 was 97.9 per cent. This compares favourably against the target for the period of 97.5 and the figure of 97.8 for the same period last year.

Bus Network Performance: Bus Kilometres Operated



1.3 London's Buses operated 37.4 million kilometres in period 2. This is 1.9 per cent greater than a year ago and 1.1 per cent greater than target.

Bus Network Performance: Excess Wait Time – High Frequency Routes



1.4 Excess Wait Time in period 2 was one minute. This is six seconds better than target and last year.

2 CYCLING

Cycle Hire Scheme

2.1 The programme of 45 Barclays Cycle Hire roadshows across central London is now underway with recent events having taken place at Guys and St. Thomas' Hospitals, St. Paul's Cathedral, Leicester Square and the Emirates Stadium. The roadshows, alongside a range of other customer information, will give Londoners all the information they need to sign up to the hire scheme and provide an opportunity to preview the final bicycle, docking stations and terminals.

Cycle Superhighways

- 2.2 Construction is progressing well on both Cycle Superhighway pilot routes. Civil engineering work on Route 3 (Barking to Tower Gateway) is 85 per cent complete and 88 per cent complete on Route 7 (Merton – City). Application of the blue coloured surfacing is 24 per cent complete on Route 3 and 46 per cent complete on Route 7.

Cycle/HGV Campaign

- 2.3 In July, a campaign will be launched highlighting to London's cyclists how dangerous it is to undertake lorries at a junction. The primary message is to illustrate the size of a HGV driver's blind spots. The campaign will comprise posters on key cycle routes and a 'viral' film for distribution online which will demonstrate why a lorry driver cannot see cyclists.

3 WALKING

Redcross Way

- 3.1 On 21 May, TfL, the London Borough of Southwark, Cross River Partnership and Better Bankside formally launched the new TfL-funded Key Walking Route at Redcross Way, Southwark. The launch coincided with the annual Bankside Open Spaces Trust festival with an estimated 150 people in attendance.

Oxford Street Diagonal Crossing

- 3.2 This scheme was awarded runner-up in the Regeneration category at the Royal Institution of Chartered Surveyors Annual Awards on 12 May. The award was given in recognition of the scheme's long term contribution to the viability and prosperity of the area.

4 SAFETY

Motorcycles in Bus Lanes

- 4.1 On 5 January 2009, a trial which examined motorcycle riders' usage of 418 TLRN bus lanes commenced. The trial looked in detail at 28 of those Trial sites and compared them with 28 Control sites on parallel routes where motorcyclists did not have access to bus lanes. A report into the trial, which ends on 5 July, found that:
- (a) fears of an increase in cyclist collisions with motorcyclists were unfounded;
 - (b) there was a fall in the cyclist collision rate across trial bus lanes and the control lanes, with a smaller decrease in the trial lanes, and there were no fatal accidents over the period of the trial; and
 - (c) more than half (51 per cent) of motorcyclists switched from riding on the outside of the road to the bus lanes.
- 4.2 In addition, a separate study, conducted by TfL using police traffic officers to study journey times in bus lanes, indicated that journeys made by motorcycles using bus lanes were, on average, more than ten per cent quicker than those not using bus lanes and 36 per cent quicker than cars.

- 4.3 Road user surveys of more than 2,000 Londoners also found that:
- (a) 93 per cent of motorcyclists and 51 per cent of cyclists and car and van drivers who were aware of the Motorcycles in Bus Lanes trial supported it; and
 - (b) 54 per cent of motorcyclists said they now use TfL's road network more often following the start of the trial.
- 4.4 However, the independent report found that some questions remain about the way in which motorcycle riders use bus lanes. It identified that there was an increase in the rate of motorcyclist collisions, predominantly with cars turning into or out of side roads on routes, where motorcyclists had access to bus lanes. At the trial sites there was an increase from 30 to 41 collisions, whereas there was a reduction from 16 to eight collisions on the control sites.
- 4.5 For that reason, a second trial will run alongside a road safety awareness campaign aimed at improving drivers' awareness of motorbikes and cyclists in bus lanes. Motorcyclists on BikeSafe training will also have their courses updated to include extra training on the awareness of vehicles crossing their path at junctions.

Road Safety Statistics 2009

- 4.6 On 18 June, TfL released its Casualties in Greater London report for 2009. Overall, there has been a 52 per cent reduction in the number of people killed or seriously injured (KSIs) on London's roads, and a 72 per cent reduction in the number of children KSIs in the last decade. This means London has exceeded its 2010 targets to reduce all KSIs by 50 per cent and children KSIs by 60 per cent a year early.
- 4.7 In addition, in the past year the number of KSIs on London's roads fell by eight per cent – with 299 fewer KSIs than in 2008. Other results include:
- (a) pedestrian KSIs have fallen by 13 per cent since 2008 (1,208 to 1,055) and by 51 per cent overall;
 - (b) car occupant KSIs reduced by seven per cent since 2008 (880 to 818) and by 68 per cent overall;
 - (c) cyclist KSIs have fallen by three per cent since 2008 (445 to 433) and by 24 per cent overall – despite the 117 per cent increase in cycle journeys on London's major roads;
 - (d) motorcycle and scooter KSIs went down by four per cent (738 to 706) since 2008 and by 24 per cent overall; and
 - (e) slight injuries increased by one per cent (24,627 to 24,752) since 2008, but are down by 37 per cent overall.

Teen Road Safety Campaign

- 4.8 On 22 June, TfL launched its summer teen road safety campaign. The 2009 road casualty figures show that 301 teenagers (aged 13-19) were killed or seriously injured on London roads last year. This is an 18 per cent decrease from the 367 KSIs in 2008. Overall, the number of KSIs has fallen by almost 55 per cent since 2000. Teenagers are, however, more likely to be involved in a road accident than any other age group in London.

4.9 Through this re-launch of the ‘Look out for your mates’ campaign, teenagers are being reminded of the need to take care on London’s roads. The message will be heavily promoted across London for eight weeks with messages placed on the internet, on the radio and in London’s parks.

5 STREETS

Network Performance

5.1 Traffic flows across London are 0.3 per cent down from last period and 2.6 per cent down from the same period last year. Average traffic speed for the 12 hours between 07:00 to 19:00 was 18.8mph, marginally slower than the 19.1mph observed in period 2 last year.

Journey Time Reliability

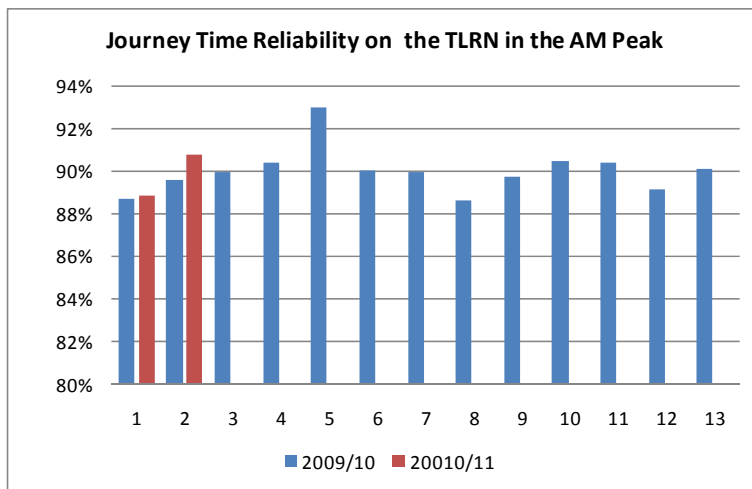


Chart 1 – Journey Time Reliability TLRN

5.2 Journey time reliability is defined as the percentage of nominal 30 minute average length journeys completed within five minutes of this time. The journey time reliability on the TLRN in the am peak in all directions for period 2 stood at 90.8 per cent. This represents a 1.9 percentage increase from the previous period and is 1.2 per cent higher than the same period last year.

Pedestrian Countdown at Signals (PCaTS)

5.3 The Highways Agency has approved equipment for on-street units, and those for Site 1 (outside Palestra) have been delivered. These were installed in early June, have passed final checks and became operational on 21 June. ‘Before’ surveys for behavioural analysis and monitoring have commenced. Key stakeholders are being briefed on the trials and information leaflets will be distributed to residents and businesses in a 400 metre radius of the eight trial sites.

Traffic Signal Timing Reviews

- 5.4 This programme seeks to improve junction and corridor efficiency for traffic, to reduce stop-start conditions and long queues of vehicles, and to ensure pedestrians are able to cross roads during the green time provided, avoiding overcrowded footways. So far in 2010/11, 49 signal timing reviews have been completed. This has brought a 6.6 per cent increase in the number of occasions when all queued traffic has discharged during the first green. This has been achieved alongside a 1.1 per cent increase in the number of occasions when all pedestrians waiting to cross the road will have cleared the kerb during the first green man period.

Split Cycle Offset Optimisation Technique (SCOOT)

- 5.5 Work is continuing to implement SCOOT at a further 1,000 signals by 2015/16. Since April 2009, SCOOT has been installed at 355 new sites. There is a lead time between the installation of SCOOT infrastructure and the fine-tuning of the system, hence the benefits of last year's programme are now being quantified. So far, benefits have been measured at 25 sites. During peak periods, the number of stops experienced by traffic has been reduced by 10.4 per cent and delays by 13.7 per cent.

Disruption from Planned Events

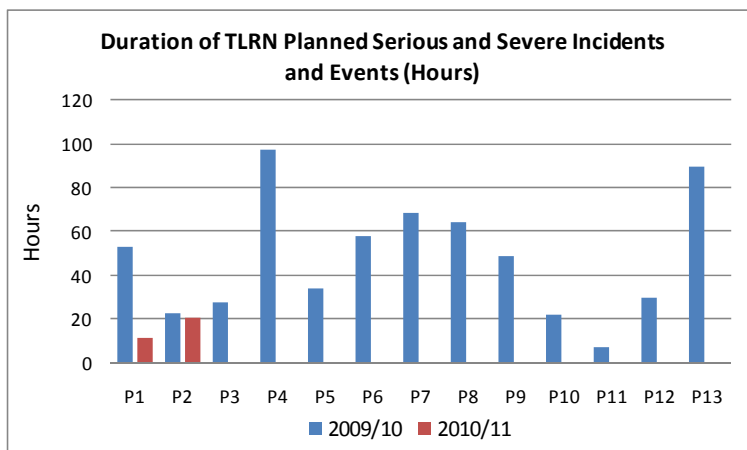


Chart 2 – Planned Serious and Severe Incidents and Events on TLRN

- 5.6 There were 20.2 planned serious and severe disruption hours on the TLRN in period 2 compared to 22.6 hours in the same period last year. The biggest contribution to disruption in the period was caused by various road closures implemented in the Westminster Area to accommodate the State Opening of Parliament on 25 May.

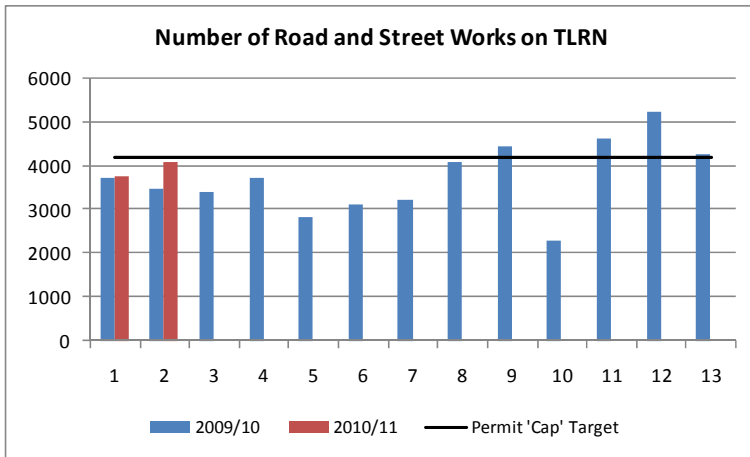


Chart 3 – Number of Works on TLRN

5.7 In period 2, the total number of road and street works reported on the TLRN was 4,067. This is 17.9 per cent more than the 3,449 reported in the same period last year. The maximum number of road and street works permissible on the TLRN, in any one period, has been capped at 4,170.

London Permit Scheme (LoPS)

5.8 Since the introduction of the permit scheme on 11 January 2010 and up to the end of period 2, 18,018 permits have been issued and 2,443 rejected. 147 Fixed Penalty Notices have been given to works undertakers, including 46 for working without a permit. In addition, 123 Section 74 charges have been imposed on works undertakers for overrunning works. Approximately 335 days of disruption have been saved through collaborative working.

Unplanned Disruption

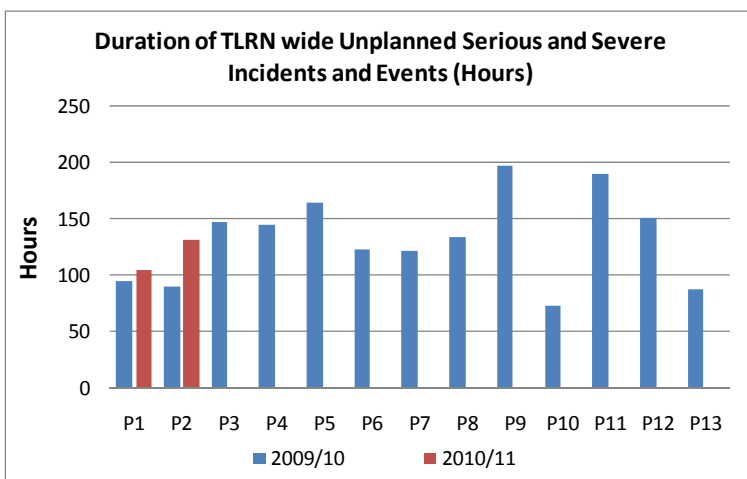


Chart 4 – Duration of TLRN Unplanned Serious and Severe Disruption

5.9 In 2009/10, accidents and breakdowns were responsible for 52 per cent of unplanned serious and severe disruption on the TLRN. In period 2, there were 132 unplanned serious and severe disruption hours spread across 68 separate events on the network London-wide. This compares to 90 hours spread across 47 events in the same period last year.

5.10 The two main contributory incidents with more than five hours delay each were a traffic signals failure on 16 May at Chelsea Embankment with the junction of Cheyne Walk caused by local flooding, and emergency roadworks on 25 May on the A406 Barking Flyover because of a defective bridge expansion joint in the southbound direction.

6 RECOMMENDATION

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

7 CONTACT

7.1 Contact: David Brown, Managing Director, Surface Transport
Number: 020 3054 0178
Email: DavidBrownMD@tfl.gov.uk