

Transport For London
Surface Transport Panel

Subject: Managing Director’s Report

Date: 10 July 2013

1 Summary

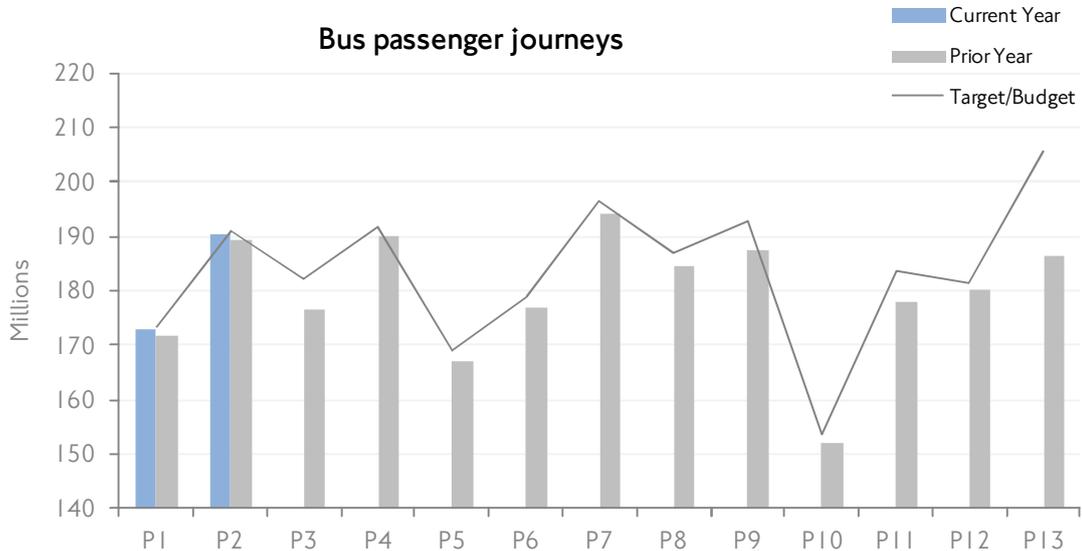
1.1 The purpose of this report is to update the Panel on Surface Transport’s performance for Period 2 (28 April 2013 – 25 May 2013) and to provide an overview of recent major issues and developments within Surface Transport.

2 Recommendation

2.1 The Panel is asked to note the report.

3 Buses

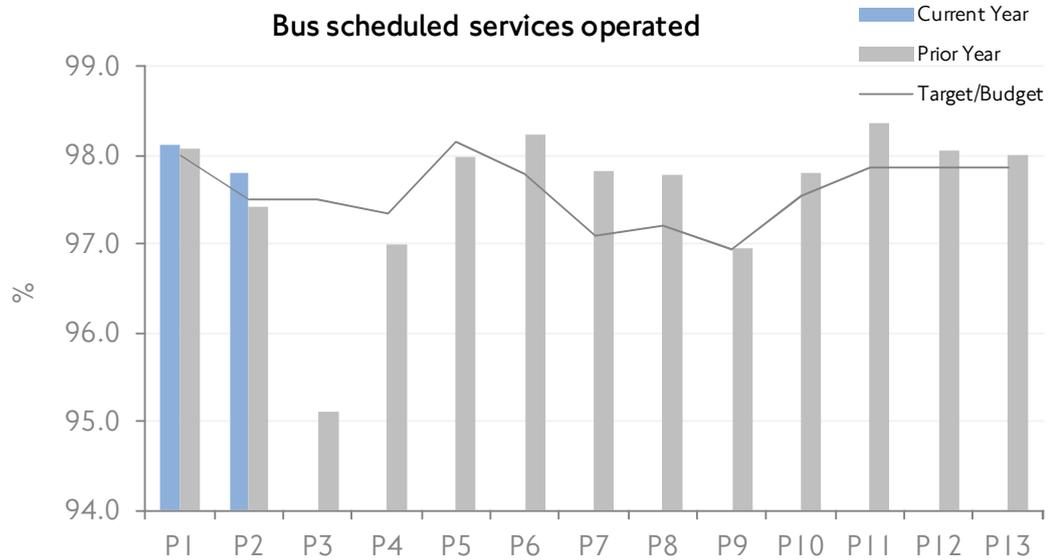
Bus Network Performance: Bus Passenger Journeys



3.1 Buses carried 190 million passengers in Period 2 of 2013/14. In the year to date, bus passenger journeys were 0.3 per cent below target due to Non Fare Paying Passenger Journeys which were 1.4 million below target. Fare paying passenger journeys were in line with the target. In both Periods 1 and 2 passenger journeys exceeded those seen in the previous year.

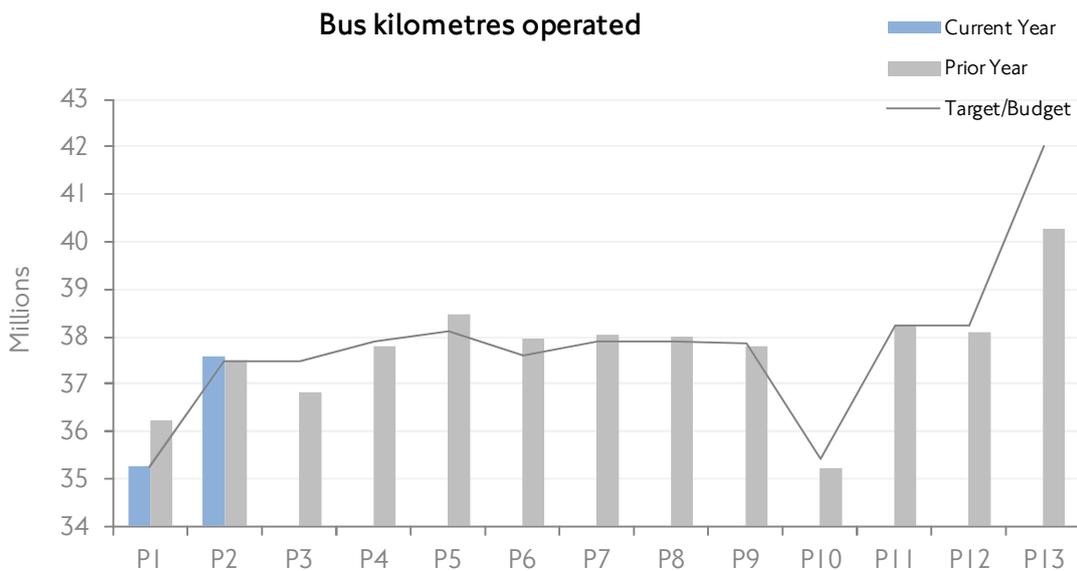
- 3.2 In April 2013, a record-breaking week on London's bus network saw passenger numbers reach their highest level since before 1960. Approximately 49.5 million weekly journeys are now being made on London's bus network – around half the number of all bus journeys in England.

Bus Network Performance: Percentage of Scheduled Service Operated



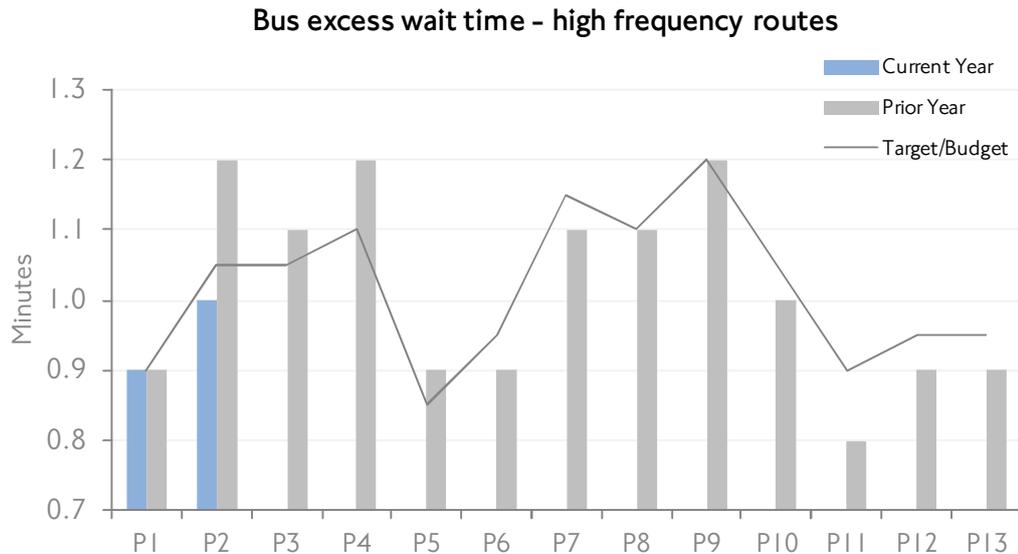
- 3.3 The percentage of scheduled services operated in Period 2 was 97.8 per cent. The percentage of scheduled service operated in the year to date was 98.0, against a target of 97.8.

Bus Network Performance: Bus Kilometres Operated



- 3.4 Buses operated 38 million bus kilometres in Period 2, this is equivalent to 948 times around the world. This is in line with the annual target.

Bus Network Performance: Excess Wait Time – High Frequency Routes



- 3.5 Excess Wait Time in Period 2 was 1.0 minutes which is in line with the full year target. Results for high frequency routes were as forecast this period and improved significantly compared with Period 2 a year ago. A deterioration compared with Period 1 is to be expected due to seasonal fluctuations in traffic conditions.

Contactless payment cards used for one million bus journeys in London

- 3.6 Contactless Payment is part of TfL's focus on improving customers' experience of travelling in the capital. In Period 2, 466,000 contactless card journeys were made and this accounted for 0.3 per cent of journeys, up from 390,000 in Period 1.
- 3.7 With up to 10,000 people a day using their contactless payment card to pay their bus fare, the numbers demonstrate that Londoners are keen to make the most of this easy and convenient way to pay for travel.

New Bus for London (NBfL)

- 3.8 Route 24 became the first bus route in the capital to operate entirely with NBfLs on 22 June. The initial response from passengers has been very positive. Route 24 operates with 27 buses at peak. The service is operated by Metroline and carries around 28,000 people a day.
- 3.9 Route 11 will be the second route in the capital to be served by NBfL production vehicles from 21 September 2013. Route 11 will have 25 new buses in service during peak hours. The service will be operated by Go Ahead and will carry around 23,000 people a day.
- 3.10 On 10 May 2013, the Mayor of London visited Northern Ireland to open a manufacturing plant that will build the chassis for the NBfL. Bus manufacturer Wrightbus, a family-owned company based in Ballymena, County Antrim, will build 600 of the Mayor's NBfL vehicles – the greenest diesel hybrid buses in the world – over the next three years.

- 3.11 The order for 600 NBfL vehicles is set to provide 50 new jobs and highlights how investment in the Capital's transport system has the knock on benefit of providing jobs and growth throughout the rest of the UK. Investment in London's transport network is safeguarding jobs across the whole of the UK; with more than 60 per cent of TfL's spend through its supply chain going to suppliers outside of London. Investment in London's transport network supports 40,000 jobs in the UK supply chain, with a further 19,000 supported in the supply chain within London.

New buses deliver multi-million pound saving

- 3.12 On 3 May 2013, TfL confirmed the final cost for the purchase of 600 new NBfL vehicles. The average price of a new bus over the life of the contract will be £354,500. The way that the buses are being procured will mean that millions of pounds will be saved over the life of the vehicles. The contract, signed with Wrightbus, includes a competitive, fixed price deal for the vehicles, removing the risk and uncertainty of higher production and material costs, and inflation, over the next four years.
- 3.13 Purchasing the 600 buses direct from Wrightbus, rather than having bus operators or leasing companies buying smaller batches of vehicles for use on individual routes, is more cost-effective. TfL fully intends that these new buses will operate for their entire working life – of at least 14 years – in the Capital, which means that a multi-million pound saving will be delivered over the useful life of the buses, even taking into account the marginally higher initial cost of the buses.

New Bus for London in New York City

- 3.14 In May 2013, His Royal Highness Prince Harry and the Prime Minister, David Cameron kicked off a global tour promoting Britain as a world class destination for trade, tourism, investment and education as part of the GREAT Britain Campaign. They launched the tour at Milk Studios, New York City, and arrived on board the NBfL, loaned to the British government by TfL represented by Leon Daniels.
- 3.15 The bus is an innovative platform that will help support British companies in developing their overseas markets, generating local interest in investing in Britain, as well as increasing numbers of tourists and students. The tour also aims to generate sales of this state-of-the-art vehicle. UK Trade & Investment (UKTI) teams will work with Wrightbus to market the NBfL to potential customers.



HRH Prince Harry and UK Prime Minister David Cameron aboard the New Bus for London in New York City

Digital Countdown

- 3.16 On the 31 May 2013, TfL launched a new Countdown Digital Sign service – providing a new way to deliver tailored live bus arrival information cheaply and effectively to a range of public locations, such as hospital waiting rooms, schools or shopping centre foyers. Utilising existing information technology and display equipment in public locations, the technology can be self-installed and delivered at minimal cost to all. The introduction of the Digital Signs service compliments the extremely popular 'Countdown' real time bus information service which was upgraded and relaunched in October 2011. The service provides live bus arrival information via dot matrix signs at bus stops, the web, smart phones and SMS, and informs around 13 per cent of all bus journeys every day.

FirstGroup Sale of Eight London Bus Depots

- 3.17 On 22 June, as part of FirstGroup's stated strategy to reposition its UK Bus division, it sold the bus services and assets at eight of its London bus depots. The bus depots at Alperton, Greenford, Hayes, Uxbridge and Willesden Junction, along with 494 vehicles and approximately 1,700 employees, transferred to Metroline. Metroline is an existing London bus operator and wholly-owned subsidiary of Comfort DelGro Corporation Limited, a Singapore based transportation company. The bus depots at Atlas Road, Lea Interchange and Westbourne Park, along with approximately 400 vehicles and 1,500 employees, transferred to Transit Systems Group, an Australian transport operator, new to the London market.
- 3.18 In addition, on the same date, FirstGroup transferred 11 routes (including eight school routes) from its last remaining depot at Dagenham to the Go-Ahead Group, again an existing major bus operator in London. The four remaining routes from Dagenham will continue to be operated by FirstGroup until September 2013 when the current contracts end. These contracts were awarded to Stagecoach in recent tendering, hence they will take over operation from that date.
- 3.19 These changes were consented to by TfL having satisfied ourselves that appropriate financial and operational plans and guarantees were in place to ensure continued high quality operation of all these services. Early indications are that the changes happened without incident and that the new operators are performing well.

4 River

Putney to Blackfriars River Service

- 4.1 Patronage on the recently re-tendered Putney to Blackfriars river bus service continued to exceed forecast in Period 2, boosted by visitors to the Chelsea Flower Show. During the first four weeks, the enhanced service saw passenger numbers rise from 2,700 to a record 6,400 – an increase of more than 130 per cent compared to the same period last year.

iBoat

- 4.2 TfL has introduced a new real time boat arrival information service to all piers served by River Bus services. Using the same technology as the hugely successful iBus service, up-to-the-minute boat arrival information is currently available on screens at piers and via a text message service. The data is expected to be available on the TfL website later this year and is the first of many measures to be delivered in the aim of doubling passenger numbers using the river by 2020.
- 4.3 As part of TfL's continued digital strategy, the data has also been made available to app developers, free of charge, which it is hoped will lead to new and innovative smart phone applications making the information even more readily available. In addition, a new Twitter feed has been launched – @TfLRiver – that provides updates on the services operated on behalf of London River Services.

5 Taxi and Private Hire

Operation Kansas

- 5.1 As part of the ongoing efforts to improve road safety in the Capital, TfL joined forces with the London Fire Brigade, the Vehicle Operator Services Agency (VOSA) and the Metropolitan Police Service (MPS) in a bid to make people more vigilant when hiring a limousine. An event took place in Covent Garden on 14 May to highlight the dangers of illegal limousines operating in the Capital. London fire-fighters showcased the vital rescue skills used at the scene of accidents by cutting up a limo with actors from Casualties Union being 'rescued' from the vehicle.
- 5.2 Operation Kansas, a collaboration between TfL, the VOSA and the MPS, has to date run 20 operations in the Capital to tackle limousines and novelty vehicles. Almost 380 limousines have been stopped and checked as part of the operation.
- 5.3 During the last operation on 25 May 2013, 15 limousines, four party buses, two recovery trucks and an amphibious assault craft were stopped and checked. In total ten prohibitions were made for vehicle offences, eight Fixed Penalty Notices (FPNs) were issued for road traffic offences and three inspection notices were issued.
- 5.4 Of the 15 limousines, eight prohibitions were issued and eight FPNs and two inspection notices were also issued. One of the limousines had serious defects with the main chassis corroded through and cracked completely which also had the steering box bolted to it. A second vehicle had no hand brake and dangerously worn steering. When the company's recovery truck arrived, VOSA noticed serious defects on that vehicle also. The recovery truck was prohibited, penalised for dangerous condition and had to be recovered. Three of the limousines checked were dealt with by the MPS for not having the required private hire vehicle licence.

Taxi and Private Hire Vehicle Licensing and Inspection Service

- 5.5 The new vehicles licensing and inspection service has now been live for three months. To date some 7,333 taxi and 15,861 private hire vehicle inspections (all types including re-tests) have been conducted across all six inspection centres.

6 Dial a Ride

Taxicard and Dial a Ride

- 6.1 In May 2013, TfL and London Councils led a Taxicard liaison meeting to discuss the recent changing demand patterns for some door to door services. Both parties are undertaking their own analysis of membership behaviour and will share the findings to get greater understanding of potential short term changes to the market.

Taxicard Service Provision

- 6.2 The current contract between London Councils and its suppliers set a target for trips to be 20 per cent private hire vehicles and 80 per cent taxi by March 2013. Actual performance was 15.5 per cent private hire vehicles.

7 Cycling

Borough Cycling Programme Funding Guidance

- 7.1 TfL and the GLA held an event in 22 May 2013 to present the Mayor's Vision for Cycling, including what it means for the boroughs and how it will be delivered across London. The Borough Cycling Programme Funding Guidance was launched at this event. Boroughs have been invited to bid for a share of £27m to deliver initiatives from 2013/14 to 2016/17. Measures include cycle parking (on street, residential and at stations); pilot cycle to school partnerships; cycle training for children and adults; working with the freight and fleet industry to improve safety and driving standards; and other measures to raise the profile of cycling across London.

Central London Cycling Grid

- 7.2 A Grid Programme Board has now been established, with the first meeting held at the end of April. The Board includes representation from the central London boroughs and is chaired by the Royal Borough of Kensington and Chelsea. Work has started on scoping the scale of the Grid within each borough and the boundary of the Grid. TfL is working on funding mechanisms for concept design with each borough.

Prudential Ride London

- 7.3 Prudential Ride London is the Mayor's Games legacy cycling event which is being run to help promote cycling in London during the weekend of 3 and 4 August 2013. Prudential Ride London has been developed by the Mayor of London, London & Partners and TfL in partnership with Surrey County Council. Ride London consists of four events:

- (a) Prudential Ride London Free Cycle: a free, family-friendly, mass participation bike ride on closed roads through Westminster and the City of London (Saturday 3 August). This route was launched on 13 May 2013.
 - (b) Prudential Ride London Grand Prix: junior, hand-cycle and professional women cyclists racing on closed roads in and around St James's Park (Saturday 3 August).
 - (c) Prudential Ride London-Surrey 100: 20,000 amateur cyclists riding a 100 mile route on closed roads through east, central and southwest London and Surrey (Sunday 4 August).
 - (d) Prudential Ride London–Surrey Classic: 150 professional cyclists racing on a 140 mile route, which will largely follow the course of the London 2012 Olympic Cycling Road Races (Sunday 4 August).
- 7.4 TfL is leading on Travel Demand Management (TDM) activities to ensure awareness of the event, based on what was learnt at Games-time. All travel information and advice is based on the Prudential Ride London factsheet which has been created by the TDM team.
- 7.5 The stakeholder engagement programme includes 20 local drop in sessions across London and Surrey, two borough-specific leaflet drops to residents and businesses on or near to the route in London and Surrey (the first was issued in April, the second week commencing 1 July), extensive work with the freight industry, places of worship and airports, and engagement with groups such as business improvement districts and other key stakeholders.
- 7.6 TfL customer emails have already been sent to more than 2.7 million people on our database, with further emails planned. An extensive radio, press and poster advertising campaign will start three weeks before the event in London and Surrey. Work with the press to publicise Prudential RideLondon is ongoing, with the next round of planned TDM media activity to take place three weeks before, to coincide with the launch of the main stage of the marketing campaign. TfL twitter channels will tweet travel information and advice in the week running up to the events and during their operation.
- 7.7 Operationally, Network Rail passenger information screens at key railway stations in London and the southeast, variable message signs and TfL on-system channels such as station posters and at electronic station boards will carry messages before and during the events, bus stop closure information will appear at stops two weeks before and TfL Travel Ambassadors will be deployed at key stations in central London on 3 and 4 August.

Tour de France (2014)

- 7.8 Tenders from prospective event management companies were returned on 16 May 2013. These tenders are being evaluated and the recommendations will be made in July 2013.

Cycle Hire

- 7.9 There were over 685,000 hires in Period 2 – up almost 18 per cent compared to Period 1. The rolling monthly average of hires over the preceding 12 months are now 762,000 compared to 647,000 as at the same period last year. The proportion of casual user hires continues to increase, up from 32

per cent in Period 1 to 36 per cent in Period 2, with average duration of casual hire currently at 38 minutes.

- 7.10 Driving take up is a key priority, to improve revenue and to contribute to increasing the modal share of cycling. A number of focused marketing initiatives are planned or underway to drive usage of the scheme, capitalising on improving weather and increased daylight. The campaign includes encouraging trial by new users, take up by tourists, greater inter-peak hours use, re-engagement with lapsed registered users and consideration by students living and studying in London.

Barclays Cycle Hire Expansion and Intensification

- 7.11 Planning permission has now been granted for 225 sites, including contingency locations across the existing Cycle Hire area. While the scheme is generally well-supported, some sites have been withdrawn and others refused in response to local concerns. Where this has impacted the viability of the network, TfL is working with London boroughs to agree new suitable locations, or in some cases, to appeal the original site's planning refusal.
- 7.12 The first Cycle Hire Expansion and Identification Milestone for Operations Plans and Assets was signed off on time on 31 May 2013. This includes confirmation that all orders have been placed with suppliers for on-street infrastructure and fleet to support installation start in September 2013. The expansion of the scheme is due to open to the public in December 2013.

Barclays Cycle Hire Operating Costs

- 7.13 The impact of the increased tariff, introduced on 2 January 2013, continues to be analysed. There does not appear to be a significant impact on hire volumes or bike access purchases across the whole scheme, but there are early indications of a shift away from annual access towards daily access purchases.
- 7.14 Reducing costs and improving operational performance are key priorities. The cost of the contact centre has been renegotiated and will lead to significant savings in the 2013/14 financial year. An improved suite of performance indicators have been agreed with Serco across the three main measures of bike rebalancing. The changes are expected to lead to a decrease in the overall amount of full and empty stations by 20 per cent in May, with a further 10 per cent gain in August and further improvements in bicycle availability from December.

Barclays Cycle Superhighway 2 Extension in Newham

- 7.15 TfL will begin work in June to extend Barclays Cycle Superhighway 2 (CS2) to Stratford. The extension of CS2 from Bow Roundabout to Stratford Town Centre will contribute towards TfL's ongoing work to make cycling safer and more accessible to all.
- 7.16 More than 600 stakeholders and members of the public responded to the public consultation, and results were overwhelmingly positive with 83 per cent supporting the proposals and 11 per cent partially supporting the proposed design. Construction of the extended CS2 will include around 3 kilometres of brand new cycle lanes, separated from traffic, delivered along Stratford High

Street by autumn 2013. Improvement measures include new early-start traffic signals, bus stop bypasses and both on-board and bus stop messaging to remind bus stop passengers to look out for cyclists.

Barclays Cycle Superhighway 5

- 7.17 TfL will begin work to construct the next phase of its Barclays Cycle Superhighway programme in June 2013, after more than 85 per cent of respondents to the recent consultation showed support for the scheme.
- 7.18 Barclays Cycle Superhighway 5 (CS5), from central London to New Cross Gate, will be substantially improved over the plans previously announced, including more full segregation, junction improvements, more semi-segregation and two new 20 miles per hour speed limits, in line with the Mayor's recent Vision for Cycling.
- 7.19 More than 750 stakeholders and members of the public responded to the public consultation, the results were overwhelmingly positive with 67 per cent supporting the proposals and 18 per cent partially supporting the proposed design.
- 7.20 The introduction of CS5 will contribute towards TfL's ongoing work to make cycling safer and more accessible to all, helping to double the number of people who cycle in London every day during the next 10 years.

8 Safety

Road Safety Plan

- 8.1 The Mayor and TfL published "Safe Streets for London", a new road safety plan, on 6 June 2013. The plan sets out a clear path towards helping to reduce deaths on the capital's roads and achieving the Mayor's target of reducing the number of those killed or seriously injured by 40 per cent by 2020. The plan builds on solid progress already made by TfL, the London boroughs and the police over the last decade to improve the safety of London's roads. By using detailed analysis, committing long-term investment on proven and innovative schemes and working closely with the boroughs and the police, TfL aims to further reduce death and serious injury on London's roads. The plan identifies 56 key measures which will help drive forward this change and improve road safety for all.

Casualty Statistics

- 8.2 On the 27 June 2013, TfL released the 2012 road safety figures for London, which show the total number of road casualties fell by around 2 per cent. The number of fatal casualties in London fell by 16 per cent to 134, the second lowest level since records began. Nationally (in Great Britain) fatalities fell by 8 per cent. In terms of the longer term trends, the total number of people killed and seriously injured (KSIs) during 2012 was 17 per cent below 2005-09 baseline showing that London continues to see a strong long term reduction in KSIs. The number of child fatalities fell to five, the lowest number since records began.

- 8.3 In terms of the longer-term trends, the total number of people killed and seriously injured during 2012 was 17 per cent below the 2005-09 baseline, showing that London continues to see a strong long term reduction in killed and serious injured. In addition, the overall fatality rate per journey on London's roads dropped by over a quarter (down by 28 per cent) since 2005-09, while the rate of KSIs per journey went down by 26 per cent over the same period.
- 8.4 Despite these positive trends, 2012 saw a rise in the number of serious casualties which increased overall by nine per cent between 2011 and 2012, with particular increases among those walking (up 17 per cent), cycling (up 18 per cent) and powered two-wheeler riders (up six per cent) also affecting children (up by 19 per cent). Nationally, the number of serious casualties fell by less than a percentage point in 2012, compared to 2011, and as in London, serious casualties increased amongst those walking and cycling. However, unlike in London, the number of children seriously injured fell by six per cent.
- 8.5 Initial analysis of the London 2012 casualty data suggest a number of factors may underpin the changes in casualties. These include the continuing growth in population, especially of younger people, and increased numbers of cycling journeys.
- 8.6 The Mayor, TfL and London boroughs are determined to address this short term increase in serious injuries as quickly as possible. In addition to the 'Safe Streets for London' plan, the Mayor has also written to the Secretary of State for Transport to call for a range of legislative changes that will allow for greater enforcement against dangerous road behaviour and seek to improve driver training standards to help reduce risks to vulnerable road users. By pushing these changes, TfL will be able to trial new and more innovative road safety measures that could help reduce casualties not just across London but more widely across the United Kingdom.

Crime Figures

- 8.7 TfL and its policing partners announced the 2012/13 transport crime figures on 29 May. The latest figures from the MPS and British Transport Police show that transport crime fell by 2.3 per cent compared with 2011/12 (802 fewer offences). In 2012/13, there were 8.9 crimes per million passenger journeys on the transport system, down from 9.4 in 2011/12.
- 8.8 The figures also show that the rate of crime for each mode – Buses, London Underground/ Docklands Light Railway, Tramlink and London Overground – is at its lowest level since recording began. On the bus network for example, there were just 8.6 crimes per million passenger journeys in 2012/13 – down from 9.3 in 2011/12 and less than half of what it is in 2005/06 when levels peaked at a rate of 21.6.

Creation of Single Traffic/ Transport Policing Command Unit

- 8.9 Detailed planning for the creation of a single MPS command for the policing of London's roads and surface transport network is well underway. The Met Management Board is due to announce the detailed design proposals in September. If agreed it is expected that the new command will be operational by April 2014. TfL will continue to work with the MPS to ensure that all of TfL's priorities and service requirements are met.

Opening of Joint VOSA/ MPS Pavilion Lane Office

- 8.10 On 22 May 2013, Sir Peter Hendy opened the new joint VOSA/MPS enforcement office at Blackwall Tunnel Pavilion Lane. The office will allow VOSA and the MPS Safer Transport Command (STC) to increase enforcement at the Blackwall Tunnel, one of the most vulnerable parts of the London road network to congestion. This includes enforcement activity against overweight, overheight and unroadworthy vehicles and driver violations which increase the risk of collisions and breakdown, causing disruption to traffic and risk to other road users. During the single day's operation at the opening of the new facility 87 vehicles were stopped, for a variety of offences for which 62 FPNs and 16 prohibitions were issued. Vehicles that are identified as potentially overweight by the newly installed Automatic Number Plate Recognition (ANPR) system will be accurately weighed and inspected at the new site office.
- 8.11 The new site will facilitate and enhance the existing essential work of the MPS STC dedicated Tunnels Team which has been in place since September 2011. More than 3,000 vehicles have been inspected by officers in the last 20 months, of which more than 400 were found to be overweight.
- 8.12 TfL and VOSA have also signed a Memorandum of Understanding which commits both organisations to work together to produce a data sharing protocol. This protocol will allow closer collaboration and information sharing as part of the joint efforts to reduce the impact of dangerous and unroadworthy vehicles in London. It will allow TfL to provide details of every commercial vehicle breakdown on the road network to VOSA which will then be able to take direct and appropriate action against the operator.

BikeSafe

- 8.13 BikeSafe-London is celebrating its 10th Anniversary. The programme helps motorcyclists improve their knowledge, skills and experience to make them better, safer riders since April 2003, more than 26,000 motorcyclists have attended a BikeSafe-London Rider Skills Day. The scheme is jointly run and funded by TfL and the MPS.
- 8.14 A number of incentives have been publicised to celebrate the 10th anniversary and attract a new generation of safer motorcyclists. In addition, TfL's recent motorcycle safety campaign targeted both riders and drivers in a bid to reduce the number of motorcyclists killed or injured in the capital. Drivers were asked to 'Look Out for Motorcyclists' in a radio advert, poster and online campaign to highlight to drivers the need to extra care on the road and to make sure they have seen motorcycle riders especially when turning. These initiatives are a key part of TfL's response to reduce the number of people killed and seriously injured in traffic collisions in London by 40 per cent by 2020.

Safer Lorries

- 8.15 Since February 2011, TfL has led the way in promoting safer lorries and safer lorry driving by implementing specific cycle safety requirements into our procurement contracts. These requirements include vehicles being equipped with the latest technology to eliminate blind spots and drivers undergoing on-cycle hazard awareness.

- 8.16 To encourage other organisations to follow this procurement lead, a guidance document – ‘Improving Road Safety through Procurement’ – was launched on 8 May 2013. This initiative won the ‘Best London Cycling Initiative’ award from the London Cycling Campaign for the project that has most enhanced the experience of cycling in the capital.
- 8.17 Other organisations committed to following this procurement approach include The London Legacy Development Corporation, Thames Water and a number of London boroughs. The cycle safety requirements have also been included within TfL’s Construction Logistics Plan guidance which is now a condition for many planning applications.

9 Improving The Urban Environment

Hydrogen Buses

- 9.1 The first of the next batch of three new hydrogen fuel-cell buses successfully joined the existing fleet of four on route RV1 between Covent Garden to Tower Gateway in May 2013.

Hybrid Buses Programme

- 9.2 TfL has been awarded £5m from the Department for Transport’s (DfT’s) Green Bus Fund to finance a further 90 hybrid buses and four electric buses for the capital. The DfT’s announcement, on 27 May 2013, represented the fifth successful bid to the fund which has contributed £23 million to London to date.
- 9.3 The latest contribution includes £360,000 towards the cost of purchasing four single-deck fully-electric buses for the fleet. These emit no tailpipe emissions and will be trialed to establish whether the technology can deal with the rigours of operating in London.
- 9.4 The number of diesel-electric hybrid buses in the fleet rose to 452 in period two with a further 100 on order. The introduction programme anticipates this figure rising to 1,700 by 2016, representing 20 per cent of the total bus fleet, supported by an order for 600 NBfL production vehicles.
- 9.5 The latest bus fleet audit, updated for March 2013, shows that 63 per cent of a total of 8,695 buses are now Euro 4 engine emissions standard or better. The average vehicle age is 5.9 years which is very similar to the 5.8 years for March 2012. The entire fleet is expected to meet or better Euro 4 for Nitrogen Oxide (NOx) and particulate matter by the end of 2015 following retrofitting of 900 buses with selective-catalytic reduction equipment and early replacement of the remaining Euro 3 buses with the latest ultra-low emission Euro 6 buses from 2014 when they become available from engine manufacturers. The table below demonstrates the excellent progress made over the last four years in ensuring London’s bus fleet meets these higher Euro standards for NOx and particulate matter emissions.

A Greener and More Efficient Congestion Charge Scheme

- 9.6 On 20 May 2013, the penalty charge for non-payment of the Congestion Charge became £130. This is only the third increase in the penalty charge since the Congestion Charge was introduced more than a decade ago and brings the penalty charge in line with other moving traffic, bus lane and parking penalty charges within London.

- 9.7 In addition there are two further changes to the Congestion Charge scheme which the Mayor and TfL confirmed in April 2013. The Greener Vehicle Discount (GVD) and Electric Vehicle Discount (EVD) will be replaced by an Ultra Low-Emission Discount (ULED); and from 26 July 2013 shops will no longer process Congestion Charge payments.
- 9.8 These changes were confirmed following a 12 week consultation on proposals, which sought the views of Londoners, businesses and key stakeholders. The changes are expected to help spur the use of the cleanest possible vehicles in the Capital and they will also deliver efficiency savings in the operation of the scheme.

Source London

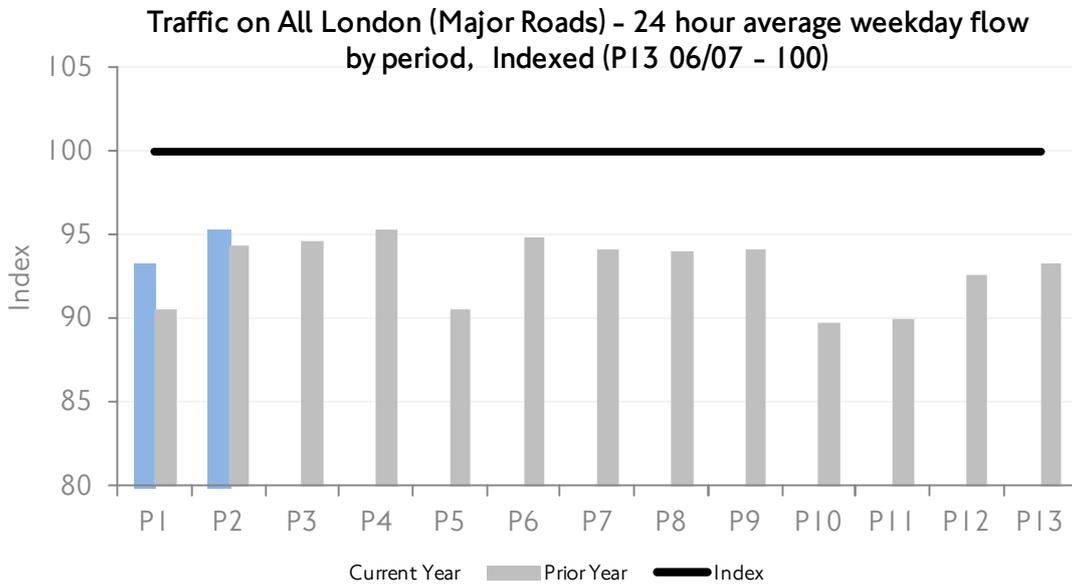
- 9.9 In May 2013, Source London, the Capital's electric vehicle charge point network and membership scheme, met the Mayor of London's commitment to provide 1,300 publicly accessible charging points.
- 9.10 Since its launch two years ago, 1,300 charging points have been installed by a consortium of over 60 public and private partners, led by TfL, at over 300 sites in the capital. These include supermarkets, shopping centres, council and private car parks, hospitals and on the street and make it Europe's largest urban charging network.
- 9.11 In developing options for the future of the scheme, TfL is working closely with the Government, partners and key stakeholders to protect the legacy of Source London and ensure it develops to meet the needs of all electric vehicle drivers in the capital.

Healthy Schools

- 9.12 TfL has been working with the GLA Healthy Schools team over the past year to assist with the development of its programme to make London schools healthier. There are important synergies with the wider school travel programme and we have been able to share knowledge and lessons for TfL's School Travel Accredited and Recognised (STAR) scheme (whereby schools are accredited bronze, silver or gold for their school travel activity). We are working together to maximise mutual promotion and delivery opportunities.
- 9.13 Our STAR scheme fits well into the criteria for Healthy Schools status, which will be a benefit to our scheme as there is a strong drive amongst schools for Healthy Schools status. For example, a valid school travel plan is an essential criteria for the bronze level of Healthy Schools. Additionally, the Healthy Schools Gold award requires evidence of modal shift towards walking and cycling – the STAR scheme facilitates this through the collation of survey data from schools, undertaken as part of the school travel planning process.

10 Streets

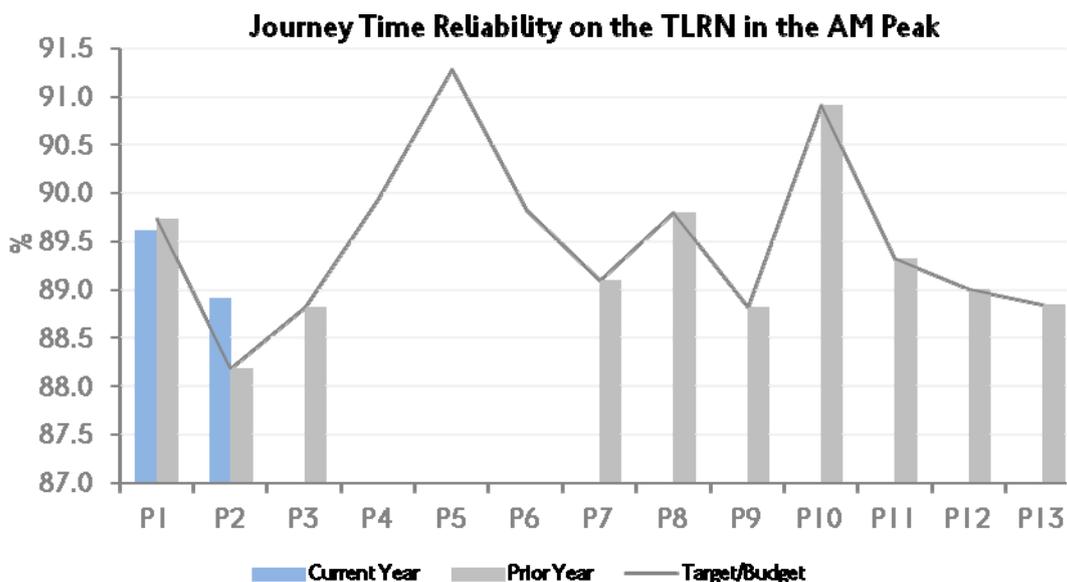
Traffic Flows



10.1 The pan London traffic flow index at Period 2 stands at 95.3. This is 0.9 index points up from the same period last year. Year to date pan London traffic volumes are again up 1.9 index points on last year. The chart shows traffic flows relative to an index of 100 in Period 1 of 2006/07.

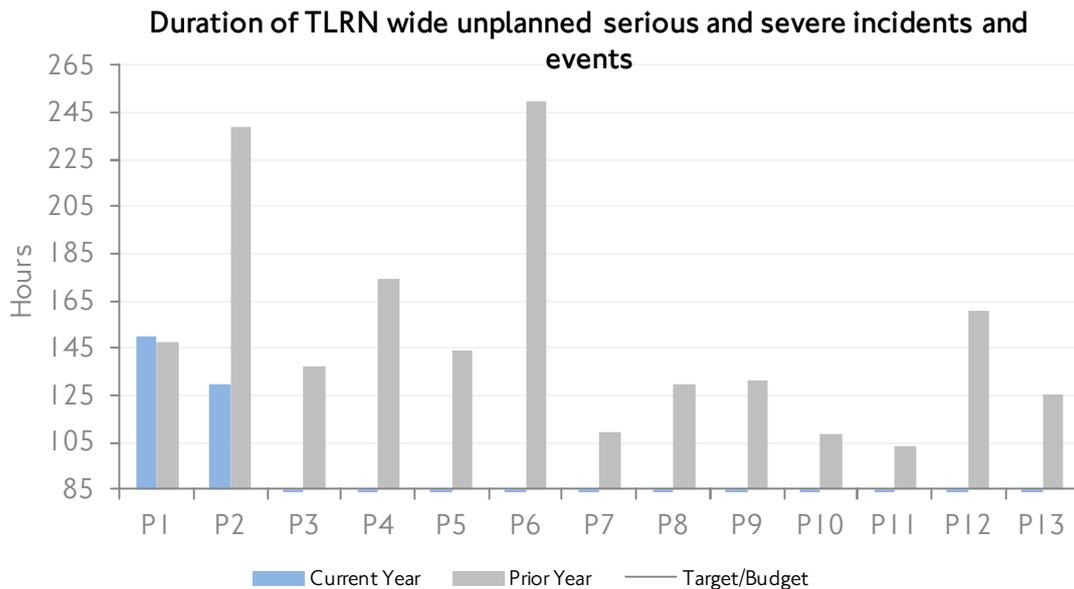
10.2 Average traffic speeds for the 12 hours between 07:00 to 19:00 across London in Period 2 was 18.84 miles per hour, this is on average 0.08 miles per hour slower than the average traffic speed of 18.92 miles per hour observed in Period 2 last year.

Journey Time Reliability



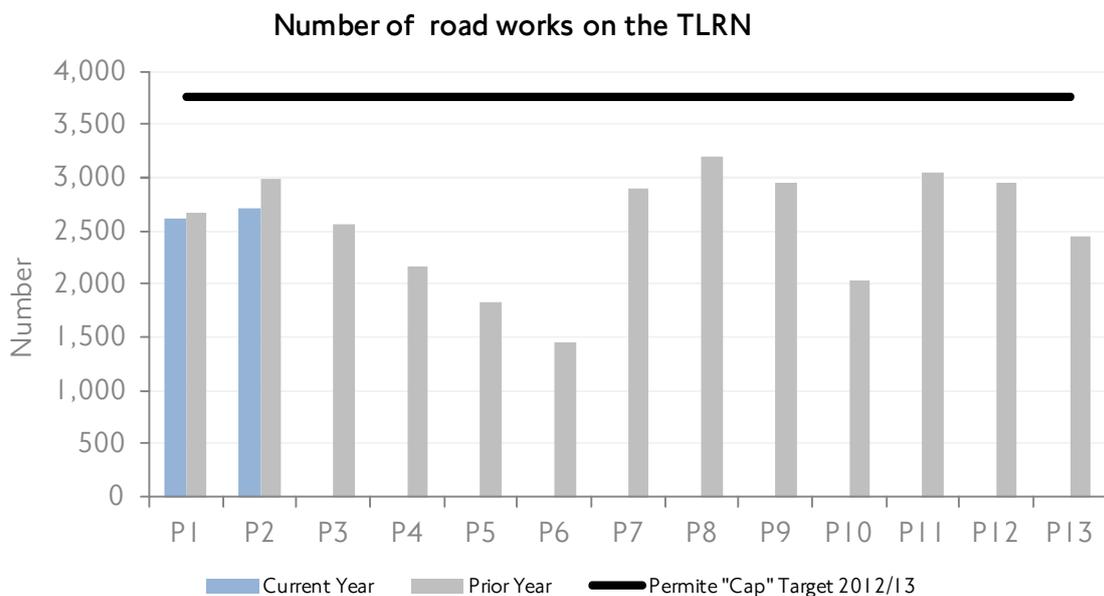
10.3 The journey time reliability on the Transport for London Road Network (TLRN) in the AM peak in all directions for Period 2 stands at 88.9 per cent, an improvement of 0.7 percentage points from the same period last year. The year to date figure is 89.3 per cent, a year on year improvement of 0.3 percentage points. * Note Periods 4, 5 and 6 2012/13 were not reported during Games period.

Unplanned Disruption on the TLRN



10.4 On the TLRN network there were 129 unplanned serious and severe disruption hours spread across 71 separate events in Period 2 2013/14. In Period 2 there were four unplanned TLRN incidents causing over 5 hours of disruption.

Road Works on the TLRN



- 10.5 In Period 2 the total number of road works reported on the TLRN was 2,703. This is 9.8 per cent less than the 2,998 reported in Period 2 of the previous year. In Period 2 the number of road works on the TLRN was 17 per cent less than the cap. The maximum permissible total number of road works allowed on the TLRN has been capped at 3,250 in any one period from Period 1 of 2013/14, a reduction of 13.4 per cent from the cap of 3,753 that applied from Period 7 2011/12 to the end of the financial year 2012/13.

Lane Rental Scheme

- 10.6 TfL's Lane Rental Scheme (TLRS) was introduced on 11 June 2012. The TRLS applies to 57 per cent of the TLRN. It is designed to minimise disruption due to road works and street works in specified traffic-sensitive locations by applying a daily charge for each day that the street is occupied by the works. The daily charge is not applied, or is reduced, if the works take place outside traffic sensitive times. Therefore the scheme provides a mechanism for providing all activity promoters with an incentive to change behaviour and minimise their occupation of the street at busy times to the most traffic-sensitive locations. The headline results since the launch in June 2012 to March 2013 are that 92 per cent of all utility works in the Lane Rental areas now take place outside peak traffic hours, compared to only 30 per cent previously (for TfL's own works this figure is now 99 per cent, up from around 70 per cent before the scheme came in).
- 10.7 To date the TLRS has also contributed to improved journey time reliability. In the period between October 2012 to March 2013 a reduced journey time of 2.1 per cent in the AM peak and 1.4 per cent in the PM peak on TLRS segments, demonstrating that the scheme has had a positive impact during chargeable hours. These journey time savings equate to an 8 per cent reduction in delays on the TLRN between 7am and 7pm, which can be valued at more than £50m per annum in travel time savings.
- 10.8 For Periods 1 and 2, the TRLS has been applied to 121 utility work sites relating to 405 days. For TfL, the TRLS has been applied to 10 works sites relating to 45 days for period 4.

Split Cycle Offset Optimisation Technique (SCOOT)

- 10.9 SCOOT optimisation has now been completed at 835 sites, delivering a 13 per cent reduction in delay and a 4.8 per cent reduction in the number of times vehicles have to stop as they travel through the network. Optimisation of all 1,000 new sites is still on target for July 2013.

Traffic Signal Timing Reviews

- 10.10 The Traffic Signal Timing Review programme allows TfL to maintain London's traffic signals at optimum settings, thereby minimising unnecessary vehicle stops and delay, reducing congestion, smoothing traffic flow and in doing so, contributing to reductions in emissions. To date this financial year, (to Period 2), 104 signal timing reviews have been complete, delivering on average 9.4 per cent reduction in delays for traffic at these sets of signals, with no detriment to pedestrians.

Serco Sale of Intelligent Transport Systems, Enforcement and Technology Maintenance Business

- 10.11 On 7 June 2013, Cubic Corporation announced that it is in discussions to acquire Serco's Transport Solutions business, which provides Traffic Management Systems technology, Traffic and Road Enforcement and the maintenance of traffic signals, emergency equipment and other critical road and tunnel infrastructure. Cubic and Serco have not entered a final and binding agreement but, in the event that such an agreement is reached, it is Cubic's intention to integrate the business into its Transportation Systems division. We are undertaking due diligence in relation to financial and operational assurance and are in discussions with Serco with regard to the impacts on existing contracts.

11 Contact

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