

Transport For London
Surface Transport Panel

Subject: Managing Director’s Report

Date: 23 April 2013

1 Purpose

- 1.1 The purpose of this report is to update the Panel on Surface Transport’s performance for Period 12 (2 February 2013 – 2 March 2013) and to provide an overview of recent major issues and developments within Surface Transport.
- 1.2 The Panel is asked to note the report.

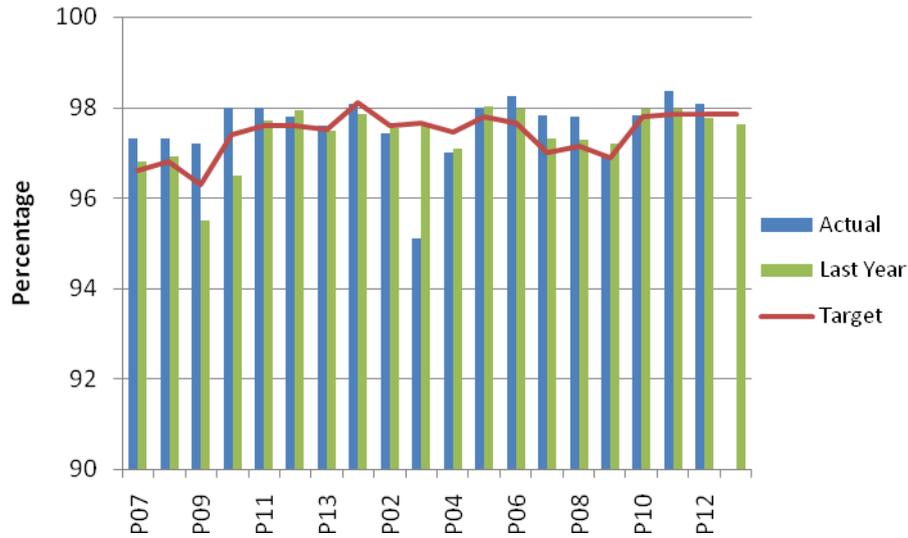
2 Buses

Bus Network Performance: Bus Passenger Journeys



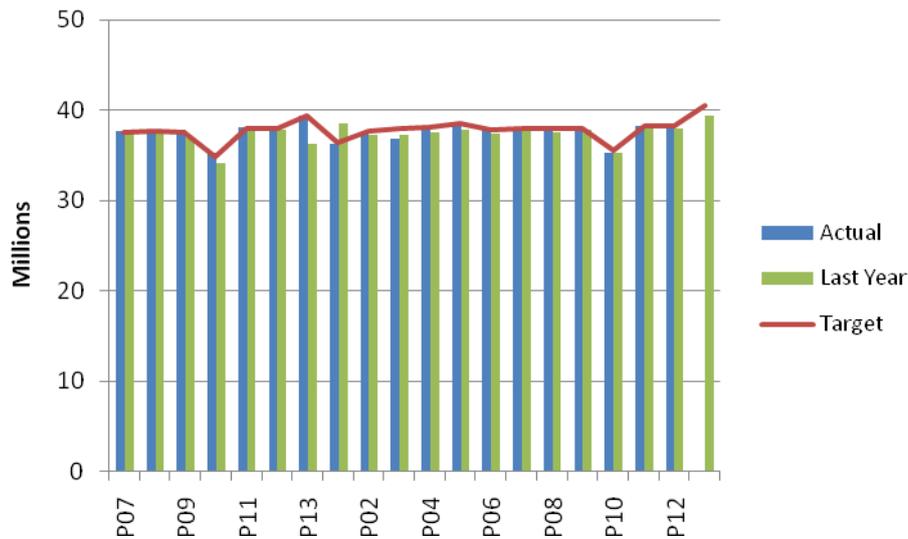
- 2.1 Buses carried 180 million passengers in Period 12 of 2012/13. In the year to date, bus passenger journeys were 0.8 per cent below target and 0.2 per cent lower than last year. Events which have contributed to suppressed passenger journeys in the year to date included the industrial actions in June (circa 3.5 million less journeys) and November (circa 0.2 million less journeys), and poor weather conditions. The year 2012 was the second wettest since records began.

Bus Network Performance: Percentage of Scheduled Service Operated



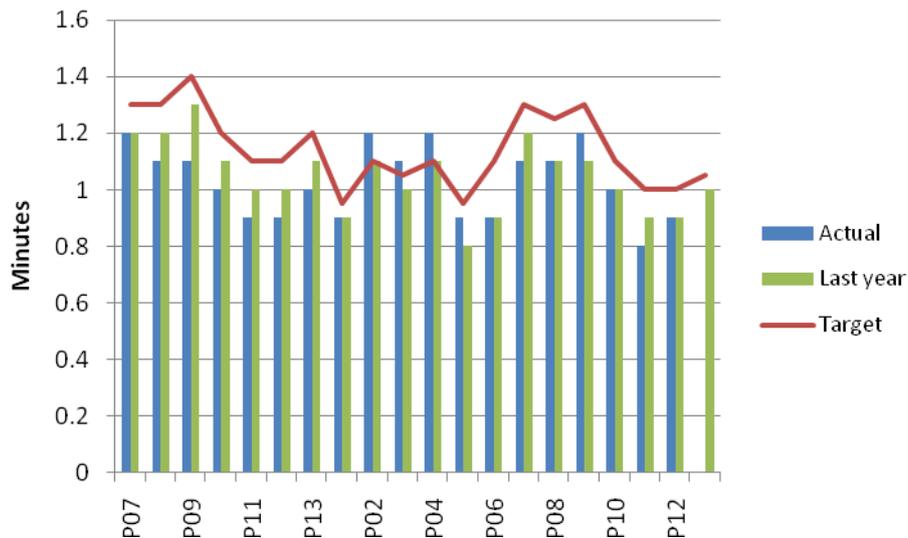
- 2.2 The percentage of scheduled service operated in Period 12 was 98.1 per cent, 0.2 per cent greater than target and 0.3 per cent greater than the same period last year. The percentage of scheduled service operated in the year to date was 97.6, against a full year target of 97.6.

Bus Network Performance: Bus Kilometres Operated



- 2.3 Buses operated 38 million journeys in Period 12. This is in line with target and the same period last year.

Bus Network Performance: Excess Wait Time - High Frequency Routes



- 2.4 Excess Wait Time (EWT) in Period 12 was 0.9 minutes. This is 0.1 minute less than target, but equal to the same period last year. EWT in the year to date was 1.0 minute, in line with the full year forecast.

New Bus for London

- 2.5 Following re-testing at Millbrook Proving Ground in February, the New Bus for London has significantly exceeded the exacting standard required for its particulate matter (PM) exhaust. It is the highest performing hybrid double-deck bus in the fleet with a PM test result of 0.012g/km.
- 2.6 TfL and manufacturer Wrightbus are in detailed negotiation regarding an order of up to 600 production buses for central London routes following signing of a draft memorandum of understanding between the two parties which allowed production to commence.
- 2.7 The first route to be converted to production vehicles will be the 24 from June. Metroline will operate 27 of the ultra-low emission hybrid vehicles during peak hours between Hampstead Heath, Camden, Trafalgar Square, Parliament Square, Victoria and Pimlico, carrying 28,000 passengers a day. Preparations are taking place to select a second route for conversion in autumn. The eight prototype buses will remain on route 38 between Victoria and Clapton.

3 River

Woolwich Ferry

- 3.1 On 1 April 2013, Briggs Marine assumed the managerial and operational contract for the Woolwich Ferry. The seven-year contract was taken over from Serco.

Putney to Blackfriars River Service

- 3.2 On 2 April 2013, Thames Clippers assumed the contract for the Putney to Blackfriars river bus service, from the interim provider Complete Pleasure Boats.

4 Taxi and Private Hire

Manganese Bronze/London Taxi Company Update

- 4.1 The London Taxi Company (LTC), makers of the TX style black cab exited administration on 1 February 2013, when Chinese automobile manufacturer, Geely acquired the business and the principal assets of Manganese Bronze Holdings, and they are now back in full operation in London from their Brewery Road site.
- 4.2 Throughout the administration process, TfL worked closely with the administrator to reduce the impact on taxi drivers and, since the company exited administration, we have been in on-going discussions and dialogue with the new management of the company.
- 4.3 LTC have been actively taking orders for new and used taxis and are currently processing orders for around 130 in total.

Taxi and private Hire Vehicle Licensing Inspection Service – Go Live

- 4.4 Following an intensive period of preparation, the new taxi and private hire vehicle licensing service transferred from the previous service provider to our new provider on 28 February 2013.
- 4.5 Under this new contract, the number of inspection sites has doubled from three to six sites for both private hire and taxi vehicles, while the cost of the inspection fee for both taxis and private hire vehicles reduced from 2 April 2013, through savings achieved in the new contract.
- 4.6 Whilst there were the usual teething problems in the first days of operation, the service has quickly settled into a 'steady state', with inspection times now averaging between 20-30 minutes, which is within acceptable service levels.

Law Commission Review

- 4.7 The Law Commission has been reviewing taxi and private hire services in England and Wales and consulted on a number of recommendations last year. The Law Commission will present Government with a draft bill by December 2013 and it is up to Government whether to accept the recommendations. TfL responded in detail to the consultation and on 9 April 2013 the Law Commission published an interim statement to outline their current thinking.
- 4.8 While the Law Commission has taken on board a number of issues raised by TfL during the consultation, including bringing vehicles such as Pedicabs into the framework of licensing, a number of key concerns remain. These include a proposal for mandatory national private hire standards; no longer recommending the abolition of quantity controls for taxis; and rejecting the proposal that all taxi and private hire appeals should be heard by Traffic Commissioners in place of the Magistrates' Courts. TfL will continue to engage with the Law Commission to understand their position on these issues and seek clarification on some of the reforms they are proposing.

5 Cycling

The Mayor's Vision for Cycling

- 5.1 The Mayor's Vision for Cycling in London was launched on 7 March 2013. The vision outlines key plans for the next 10 years and describes how the £913m funding for cycling will be allocated.

- 5.2 Around one third of the funding will be available to boroughs to deliver locally-led cycle improvements and initiatives. Boroughs will be invited to bid for funding in two windows, the first of which will open in late April 2013.

Central London Cycling Grid

- 5.3 An initial workshop with the boroughs took place on 13 March 2013. Going forwards, this will become the steering group for the Central London Cycling Grid, to be chaired by Mark Chetwynd from the Royal Borough of Kensington and Chelsea, with Louise Bond from the London Borough of Camden as the Deputy Chair. The Terms of Reference for the group are being finalised to establish an agreed governance structure and further the development of the programme. The next meeting is due to take place at the end of April 2013.

RideLondon

- 5.4 Event planning is progressing well through a well established Licensing, Operations and Safety Planning process. The RideLondon Freecycle route will be announced at the start of May 2013. The first draft Event Management Plan has been received and the second draft Crowd and Traffic Management Plans are due on 25 April 2013. The latter will incorporate the eagerly awaited plans for the arrival and departure of the 25,000 participants of the RideLondon-Surrey 100. London and Surrey Cycling Partnership is working with TfL and Surrey County Council to ensure communications and operational plans are integrated between the three organisations. TfL is leading on Travel Demand Management (TDM) activities to ensure awareness of the event is commensurate with Games-time TDM.

Cycle Hire

- 5.5 Construction has begun on the south-western expansion of the Barclays Cycle Hire scheme. Earlier this month, works commenced at a docking station site in Hammersmith. The initial construction works involve installing electrical cables to bring power to the future docking points and terminals. Once the electrical works are completed, a black 'cycle hire' plate will be placed at the location in preparation for the physical docking station to be installed later this year.
- 5.6 The expansion of the scheme will open to the public in December 2013 and will bring the scheme to new areas within Wandsworth, Hammersmith and Fulham, Lambeth, and Kensington and Chelsea.

Cycle Hire Transition

- 5.7 The current Cycle Hire contract is due to expire in July 2015. A new programme (Cycle Hire Transition) is being developed to consider how best "to develop the service of the future, enabling Cycle Hire to adapt and grow". Corporate assurance has been undertaken and, subject to satisfactory progress through investment approval governance, the programme is expected to be presented for approval to the TfL Board in July 2013. A single option recommendation is expected to be presented to the TfL Board in May/June 2014.

6 Safety

Crime Figures

- 6.1 The latest bus-related crime figures for 2012/13 (April 2012 – January 2013) show a decrease of 6.5 per cent (1,185 fewer crimes) compared to the same period last year. On the bus network there have been large reductions in the number of robbery offences (392 fewer offences – down 16.9 per cent),

criminal damage (221 fewer offences – down 14.7 per cent) and violence against the person offences (531 fewer offences – down 11.2 per cent). The only bus-related crime category that saw an increase was drug offences (an additional 68 offences – up 11.1 per cent), largely a result of proactive police activity on the network.

- 6.2 The latest available British Transport Police crime figures (April 2012 to January 2013) for London Underground/ DLR show that crime increased by 4.5 per cent (464 additional offences). The increase is largely attributable to an increase in theft of passenger property offences compared to last year. It relates to an ongoing issue with organised thieves targeting the London transport network, predominantly stealing mobile phones. TfL and the police are monitoring the situation closely and have interventions in place to deal with this specific issue, including crime reduction and awareness campaigns to targeted enforcement activity.

MetChange

- 6.3 The Metropolitan Police Service (MPS) Management Board have approved the proposals to advance the TfL advocated concept of a single transport and roads policing function within the MPS, combining the Safer Transport Command and Traffic Operational Command Unit functions. Detailed work will be undertaken by the MPS and TfL officers, to design a new and improved delivery structure for transport and roads policing that supports the Mayor's and TfL's objectives.

7 Improving The Urban Environment

Hydrogen Buses

- 7.1 Three new hydrogen fuel-cell vehicles have now passed electro-magnetic capability testing, smoothing the path to final approval from the Vehicle Certification Agency. They are scheduled to join the current four fuel cell buses on route RV1 from Covent Garden to Tower Gateway on a phased basis up to April.

Hybrid Buses Programme

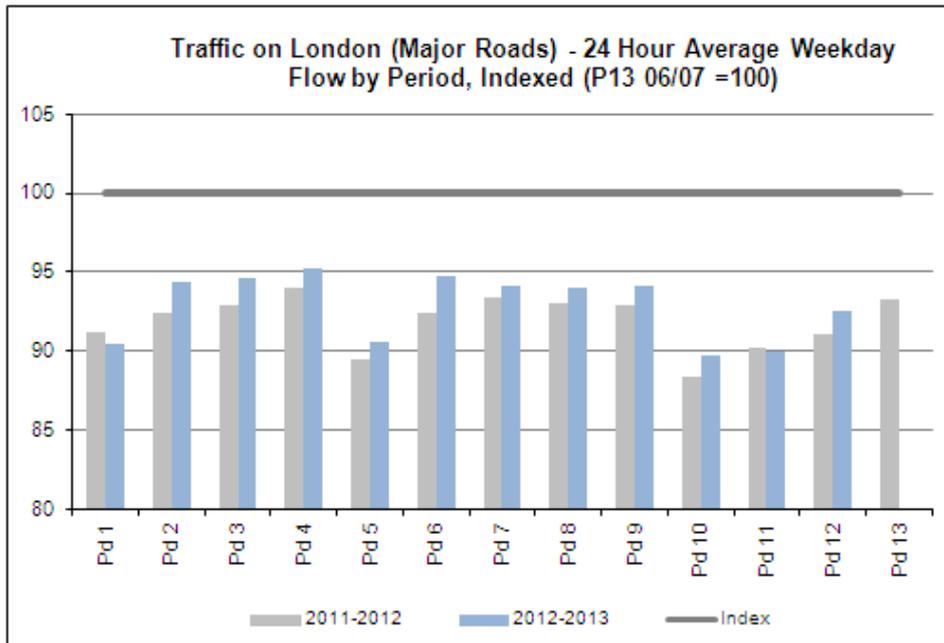
- 7.2 The number of diesel-electric hybrid buses now in the fleet has risen to 407 and a further 91 are on order. The introduction programme anticipates this total rising to 1,600 by 2016, supported by orders for up to 600 New Bus for London production vehicles and 600 conventional hybrid buses. TfL is two months into a four month fuel consumption study to better understand why hybrid buses achieve different fuel consumption results across a range of routes. TfL will be submitting an application for the next round of the DfT's Green Bus Fund in April 2013, to advance the introduction of hybrid buses in London.

Edgware Road

- 7.3 On 8 March 2013, a site visit to Edgware Road took place attended by representatives from City of Westminster, Portman Estates and TfL. The New Edgware Road Partnership has been established with a launch event due in May 2013. The site visit highlighted some asset condition issues as well as opportunities for urban realm enhancements. Commitments were given to rectify some defects and to bring forward the carriageway renewal programme in conjunction with signal modernisation.

8 Streets

Traffic Flows

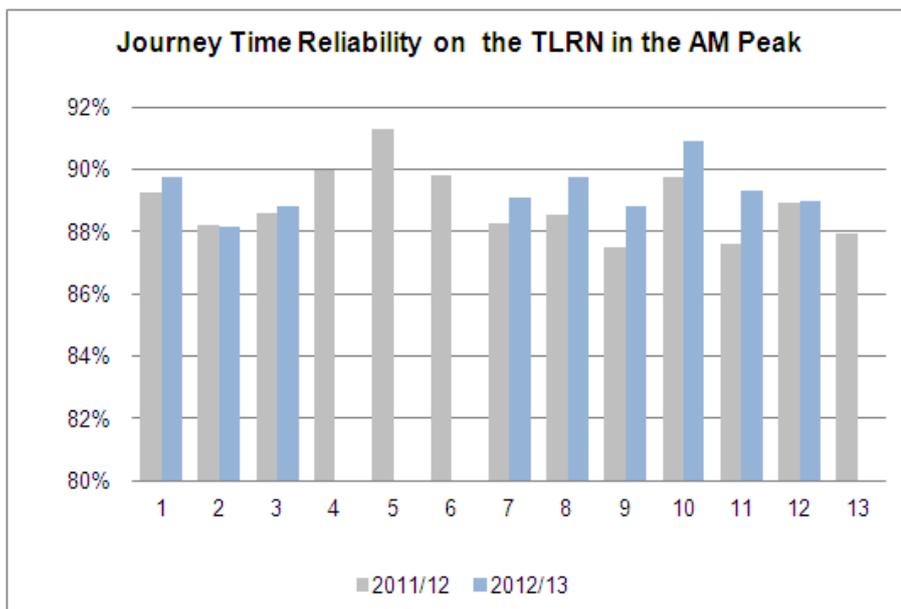


8.1 The pan London traffic flow index at Period 12 stood at 92.6. This is 1.5 index points up from the same period last year. Year-to-date Pan London traffic volumes are again up 1.1 index points on last year. The chart shows traffic flows relative to an index of 100 in period 1 of 2006/07.

8.2 Average traffic speeds for the 12 hours between 07:00 to 19:00 across London in Period 12 was 19.6mph, this is on average 0.2mph slower than the average traffic speed of 19.8mph observed in Period 12 last year.

Note: the 2011/12 data has been adjusted to take account of a change in the core ANPR links used to measure speeds, most notably additional links in outer London on the M4.

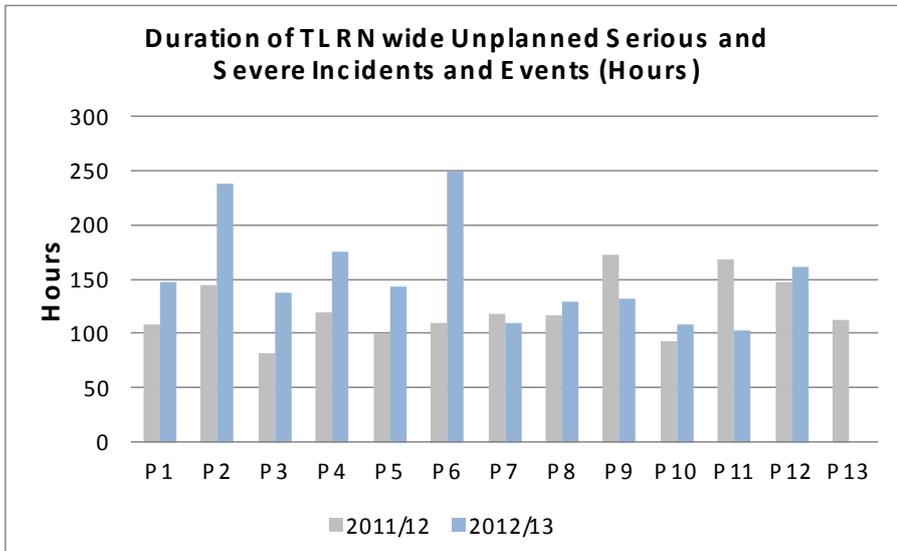
Journey Time Reliability



8.3 The journey time reliability on the TLRN in the AM peak in all directions for Period 12 stands at 89.0 per cent, an improvement of 0.1 percentage points

from the same period last year. The year to date figure is 89.3 per cent, a year on year improvement of 0.8 percentage points. * Note Periods 4, 5 and 6 were not reported during Games period.

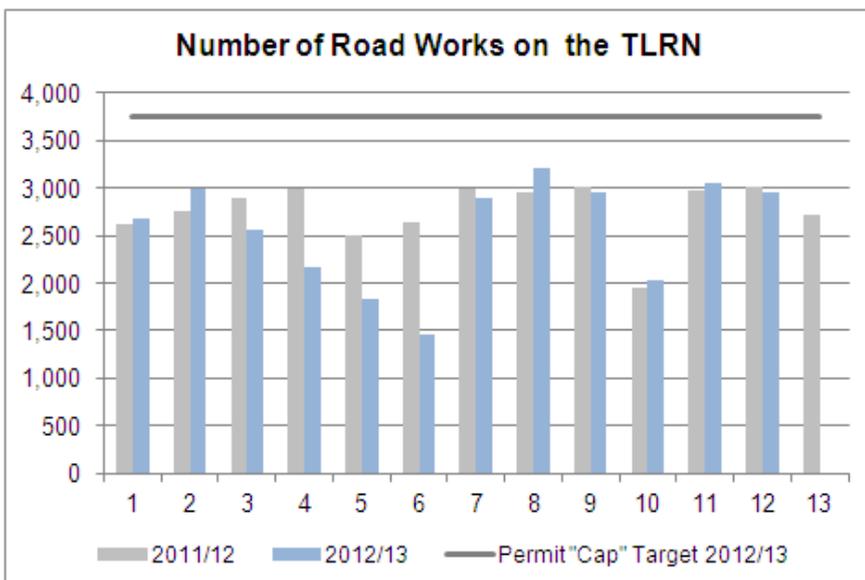
Unplanned Disruption on the TLRN



8.4 There were 161 unplanned serious and severe disruption hours spread across 76 separate events on the network TLRN-wide in period 12 2012/13, compared to 147 hours spread across 44 events in period 12 of the previous year. Compared to the same period last year there were more disruption events, however, the average amount of disruption per event reduced from 3.3 hours to 2.1 hours, indicating significantly faster 'clear up' times.

8.5 The various contributions were different; Accidents increased to 82 hours from 21 hours last year; disruption from Breakdowns increased to 20 hours from 17 hours last year, and disruption from Unplanned Utility Works increased from 0 to 15 hours. Disruption from Highway Authority Emergency Works decreased from 81 to 0 hours. Additionally, disruption from Utility Emergency Works decreased from 21 to 13 hours; and disruption from special events (unplanned) decreased from 2 to 0 hours.

Road Works on the TLRN



8.6 In Period 12 the total number of road works reported on the TLRN was 2,946. This is 2.0 per cent less than the 3,006 reported in Period 12 of the previous

year. In period 12 the number of road works on the TLRN was 22 per cent less than the cap. The maximum permissible total number of road works allowed on the TLRN has been capped at 3,753 in any one period from period 7 of 2011/12 till the end of the financial year 2012/13, a reduction of 10 per cent from the cap of 4,170 that applied to the first six periods of 2011/12.

London Streets Tunnels Operations Centre (LSTOC)

- 8.7 An independent review of LSTOC process has been commissioned to identify efficiencies and the level of automation for the new system design.

Innovative cycle design trials

- 8.8 Design and construction of a Dutch-style roundabout was completed on 11 March 2013 at the Transport Research Laboratory (TRL) facility in Berkshire. The effectiveness of the design will be assessed by cyclists and vehicles to determine its suitability for UK roads.

Lane Rental Scheme

- 8.9 TfL's Lane Rental Scheme commenced on 11 June 2012 on the busiest parts of the TLRN. Since the introduction of the scheme, up to the end of Period 12, there has been a significant reduction in the number of works being undertaken at peak times – 99 per cent of TfL works and 92 per cent of utility works carried out within lane rental areas have been undertaken outside of peak hours, and thereby avoided a charge. As a result TfL has recorded a 32 per cent reduction in the hours of serious and severe disruption caused by planned works on the TLRN compared to the same period last year.

Split Cycle Offset Optimisation Technique (SCOOT)

- 8.10 As part of the Mayor's smoothing traffic flow agenda, work is continuing to implement SCOOT at a further 1,000 of London's most important signals by 2012/2013. SCOOT optimisation has now been completed at 743 sites and the benefits captured during the main peak periods. SCOOT is delivering a 13.4 per cent reduction in delay and a 5.0 per cent reduction in the number of times vehicles have to stop as they travel through the network.

Traffic Signal Timing Reviews

- 8.11 To date, this financial year (to P12) 979 signal timing reviews have been completed (including Health Checks – Olympic Route Network Operational Reviews), which has so far brought an 8.12 per cent reduction in delays for traffic at these sets of signals. This has been achieved alongside a 0.30 per cent increase to the number of occasions when all pedestrians waiting to cross the road will have cleared the kerb during the first green man period.

London Highways Alliance Contracts

- 8.12 On 1 April 2013, the London Highways Alliance Contracts (LoHAC) went live. LoHAC is a new joint initiative between TfL and the London boroughs. It consists of a framework that covers four specific geographic areas of London, providing boroughs within these areas the opportunity to coordinate highways services and maintenance under a common specification.
- 8.13 LoHAC will operate from 1 April 2013 to March 2021, potentially saving up to £450m over the next eight years and helping to drive through over £2bn of investment in roads. All boroughs have expressed an interest in LoHAC. The six boroughs in the initial tranche of collaboration are Brent, Camden, Islington, Kingston Upon Thames, Lambeth, and Wandsworth. As more boroughs' individual contracts come up to renewal more are expected to join.

- 8.14 A collaborative approach to highways management will deliver a number of improvements, including paying the London Living Wage for employees of participating contractors; providing up to 250 apprenticeships across London to help drive the Capital's economy, and improving customers' experience by coordinating works across different boroughs. By using innovative construction techniques and new technology for utility works LoHAC will help to reduce traffic delays. The contracts will also make certain that all vehicles over 3.5 tonnes (including those of subcontractors) will have cycle safety equipment fitted, such as sideguards, close proximity sensors and prominent signage to warn cyclists about the dangers of passing on the inside of the vehicle, helping to deliver further cycle safety across London.

9 Recommendation

- 9.1 The Panel is asked to NOTE the report.

10 Contact

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