

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

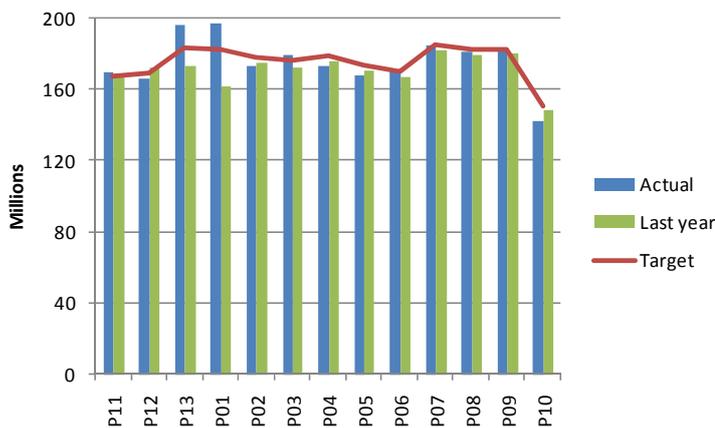
SUBJECT: MANAGING DIRECTOR'S REPORT

DATE: 3 MARCH 2009

1 BUS PERFORMANCE

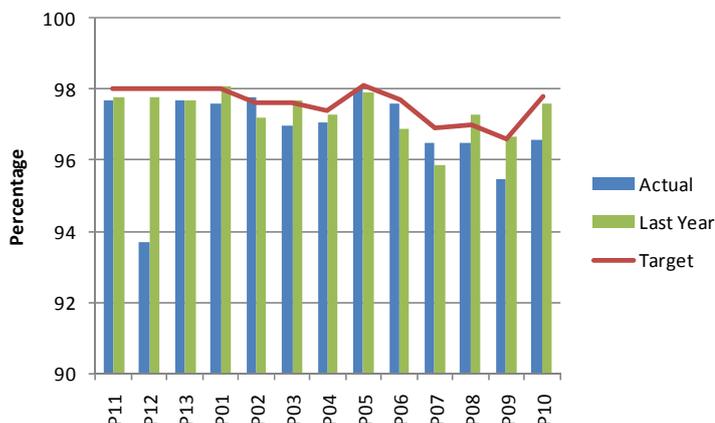
Bus Network Performance: Bus Passenger Journeys

1.1 Bus passenger journeys in period 10 show a 4.0 per cent decrease compared to the same period last year and 5.3 per cent lower than target. In the period, passenger journeys were significantly affected by the severe weather conditions. Period 10 also included less of the busy pre-Christmas period than the same period last year.



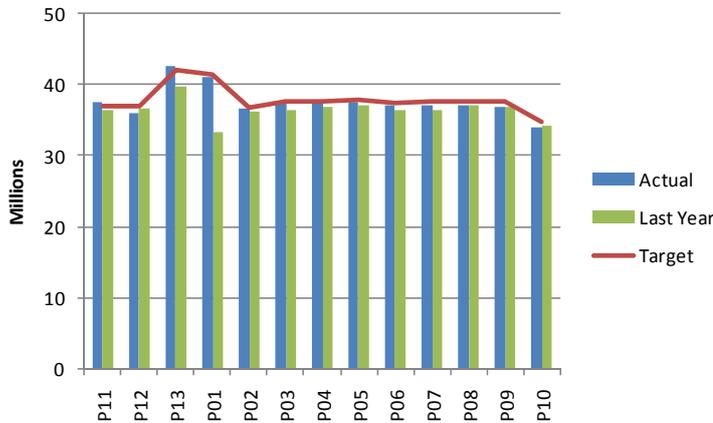
Bus Network Performance: Percentage of Scheduled Service Operated

1.2 During period 10, 96.6 per cent of scheduled services were operated, 1.0 per cent lower than the same period last year and 1.2 per cent lower than target. These decreases follow the disruption caused by heavy snow on 21 December and 6 January, together with icy conditions on several other days.



Bus Network Performance: Bus Kilometres Operated

- 1.3 In period 10, 34.1 million bus kilometres were operated, 0.8 per cent less than the same period last year and 2.0 per cent less than target. Results this period were adversely affected by severe weather just before Christmas and again in the first week of January.



Bus Network Performance: Excess Wait Time - High Frequency Routes

- 1.4 In period 10, excess wait time averaged 1 minute, an improvement against the 1.2 minutes recorded last year and the period target. Some improvement is to be expected during the period due to the normal reduction in traffic congestion following Christmas. It should be noted that the data for the services subjected to disruption in the period, due to extreme weather, are not included here as the observations of such services were suspended on these days. In addition, period 10 this year comprised fewer days in December, but more days in January when operating conditions are generally easier.



2 BUSES

East London Transit

- 2.1 The infrastructure for Phase 1a of the East London Transit project is now complete, ahead of schedule and within budget. The new EL1 and EL2 services commenced service on 20 February.

Exhibition Road

- 2.2 The bus service change consultation for the Exhibition Road scheme commenced on 12 January. TfL met with the Cromwell Place residents group on 25 January. This included representatives from the French Embassy. Although concerns continued to be expressed on the current proposals for bus services, there was a general view that the proposals were more balanced than those previously presented, including the reduction in the number of bus stops along Cromwell Place. The consultation closes on 8 March.

New Bus for London

- 2.3 Wrightbus, the company awarded the contract to design and build the New Bus for London, is now making progress with the underlying engineering design of the major structural frame and has entered into negotiations with the principal component suppliers. Work is progressing on an engineering mock-up which is expected to be available for functional and geometric testing in March.

3 RIVERS

Woolwich Ferry Reliability

- 3.1 On 15 December, a two-ferry service was restored when the John Burns returned to service following replacement of its propulsion unit with an overhauled unit. The Ernest Bevin has now returned from Hull and is undergoing trials before re-entering service.

4 CYCLING

Cycle Hire Scheme

- 4.1 As of 12 February 2010, TfL had received planning permission for 382 Cycle Hire sites, which equates to an 80 per cent success rate for the total number of applications submitted. Construction work for the installation of the docking station foundations has now begun in earnest and approximately 45 sites were completed by the end of February 2010.

Cycle Superhighways

- 4.2 On 15 February, works commenced on the two pilot Cycle Superhighway routes. Work has started on the Barking to Tower Gateway route with resurfacing work near Westferry DLR station and on the Merton to City route, TfL is now trialling new continuous cycle lanes through three junctions. The purpose of the trials is to test the behaviour of cyclists and other road users to these lanes through signal-controlled junctions.

Skyride

- 4.3 On 5 February, the GLA hosted a meeting with London's boroughs to discuss the bidding process to host two outer London Skyrides in 2010. Applications were to be submitted to the GLA by the 22 February and the successful boroughs are due to be informed by mid March. The Skyrides will then take place between June and August before the Mayor's central London Skyride event in September.

5 WALKING

'Making Walking Count'

- 5.1 On 29 January, TfL unveiled a new West End walking route which has benefited from £2.4 million of public realm improvements, funded by TfL. TfL has worked with the London Borough of Camden, the City of Westminster and the Corporation of London to deliver the wide-ranging pedestrian improvements.
- 5.2 At the heart of the new walking route, which runs from Covent Garden to Holborn Circus, is a newly created public space at Great Queen Street. The existing space has been greatly improved by increasing footway space and by the removal of traffic signals, guard rail and street clutter from the area. The key retail street of Long Acre has seen pavements widened and re-laid using high quality materials and new street lighting. The historic square of Lincoln's Inn Fields has been restored with new footways, finished in characteristic materials and featuring accessibility improvements including drop kerbs and tactile paving. New cycle parking has been installed, as well as an electric vehicle charging point, while High Holborn has been de-cluttered with improved crossing facilities for pedestrians and more cycle parking. Great Queen Street will also host a cycle docking station as part of the Mayor's new Cycle Hire scheme and has car club parking facilities.
- 5.3 The improvements are part of the Mayor's policy of 'Making Walking Count' and have been designed to encourage more local walking. The improvements also include facilities to encourage cycling and greater use of electric vehicles.

New 'Pegasus' Crossing

- 5.4 A new TfL funded crossing has been installed on the A3 between Richmond Park and Wimbledon Common providing a direct and accessible route for pedestrians, cyclists and horse riders wanting to get from one green space to the other. The new crossing is one of only three in the Capital that gives special consideration to horse riders. Known as a Pegasus crossing, it has two control panels, one at standard height for pedestrians and cyclists and another two metres above the ground for horse riders.
- 5.5 Linking sections of the Greenways and Capital Ring walking and cycling routes, the recently-installed crossing will allow those enjoying these routes to cross directly from Robin Hood Gate in Richmond Park to Beverly Ride on Wimbledon Common without having to use the existing footbridge. The footbridge adds to journey times for those crossing between the parks and, with many steps, is difficult for some users.

6 TAXI AND PRIVATE HIRE

Driver Licensing

- 6.1 Following an internal review of the driver licensing operation, undertaken by an officer outside the Taxi and Private Hire Directorate, a number of changes and initiatives have been identified to improve the quality of service provided to drivers. These initiatives are currently under consideration.

6.2 Included in the taxi fares consultation, undertaken between November 2009 and January 2010, was a number of other proposals some of which TfL is now intending to implement. These include:

- (a) the introduction of a safety sticker for wheelchair users advising of the correct travelling position;
- (b) the introduction of information relating to the driver of the vehicle; and
- (c) the making of regulations that allow further enforcement of taxi ranks where vehicles are unlicensed.

6.3 In addition to the above, the taxi trade has made strong representation, both through the consultation and in formal meetings, for TfL to introduce Green / Yellow badge identification that can be clearly seen on the outside of taxis. A green badge indicates a central London taxi driver and a yellow badge, a suburban taxi driver. As a result, TfL intends to introduce a Green Badge identifier, which will require Green Badge holders to place two tax disk shaped green disks, provided by TfL, into tax disk holders on the front and rear windows of the taxi they are using. Only Green Badge holders would be permitted to display this identifier and any vehicle without the disks would be deemed to be a Yellow Badge holder/unlicensed.

7 SAFETY

London Motorcycle Policy Unit

7.1 On 5 February, TfL announced the setting up of a new London Motorcycle Policy Unit working in partnership with the Metropolitan Police Service. It focuses on improving safety and employs 12 full-time police officers in a special 'Motorcycle Tasking Team'. The team runs training sessions for motorcycle riders and carries out on-street enforcement to ensure that the motorbikes on London's streets are roadworthy and legal. The one day Rider Skills Days are part of the BikeSafe scheme. They are low cost, one-day practical courses designed to help motorcyclists improve their knowledge, skills and experience to make them safer, better riders. As well as professional riding techniques, the courses also cover motorcycle control, collision causation factors and security.

Touting (one strike and you're out)

7.2 During Period 10, four private hire drivers had their licence revoked for touting. Since 1 August 2008, a total of 227 private hire drivers have had their licences revoked. To date in 2009/10, 64 appeals have been lodged of which 37 appeals hearings have taken place. The appeal hearings have overwhelmingly upheld the decisions to revoke the licences.

8 STREETS

Pedestrian Guardrail Removal

- 8.1 All pedestrian guardrail on the Transport for London Road Network has been assessed for removal. TfL now plans to remove 52 kilometres of pedestrian guardrail by June 2010, achieving our overall target to remove 60 kilometres of guardrail from the TLRN. It was envisaged that this milestone would be achieved by the end of this financial year, earlier than the originally agreed target of July 2010. However, due to extended stakeholder engagement with the two London boroughs and a high number of enquiries resulting from the guardrail removed to date, the milestone has slipped.

Elephant and Castle Southern Roundabout

- 8.2 On 15 February, works to transform Elephant and Castle southern roundabout to a signalled junction began. The preliminary works will involve preparations for new traffic signals and street lighting, repairs to drainage systems and temporary alterations to the traffic island on the approach to the roundabout from Walworth Road.
- 8.3 Main works get underway this summer and will include putting in new cycle lanes and advanced stop lines for cyclists at junctions. Paved areas next to the roads will also be widened to provide more space for pedestrians and cyclists to navigate the junction quickly and safely. As traffic lights are being installed, the subways around the roundabout will be filled in and replaced with surface crossings, providing easier crossing options for local residents. New trees will be planted, and railings and other unnecessary clutter related to the subways removed. The main works are scheduled to complete by early 2011.

Kender Street Triangle

- 8.4 On 15 February, TfL started work to convert the Kender Street Triangle to two-way traffic by removing the gyratory. The area will be made safer and more attractive for pedestrians and cyclists by improving crossings and including a new cycle lane along Queen's Road.
- 8.5 The gyratory removal works will be complemented by 'Streets for People' works by the London Borough of Lewisham. These works will be funded by TfL, are currently planned to begin in 2011 and will look to transform the appearance of the Kender Street Triangle. Works are also due to start soon on a scheme linked to the road improvements that will see a revamp of the neighbouring Hatcham Gardens. This work, as part of the Mayor's Great Spaces scheme, will see trees planted and new park furniture, a drinking fountain and play space provided.

Blackwall Tunnel Northbound Refurbishment

- 8.6 On 7 February, work to improve safety, lighting and communications systems in the 112-year-old northbound Blackwall Tunnel commenced as part of a three year, £70 million refurbishment programme. The improvements being made meet the latest tunnel safety standards and will help to ensure the safe continued use of the tunnel.

- 8.7 Following extensive stakeholder consultation, and to minimise disruption to road users as far as possible, TfL will be closing the northbound tunnel between 21:00 and 05:00 Sunday to Friday during the three year refurbishment. Northbound traffic will be diverted through the southbound tunnel during this time. Because the diversion will involve chicanes, a 20mph speed limit will be put in place each night and enforced by average speed cameras. Southbound traffic will be able to use other river crossings.

Thames Crossings Coordination

- 8.8 In February, TfL worked closely with London boroughs to plan and coordinate works on several Thames crossings and did not permit, as reported in the press, the simultaneous closure of five Thames crossings. While work did (during half-term week) take place at Albert, Hammersmith, Southwark and Waterloo bridges, as well as the Blackwall tunnel, only two of these involved full closures (Hammersmith and Albert) and only the works on Albert Bridge extended beyond the half-term week. Other works only involved lane restrictions, weekend or night-time working. In the week beginning 22 February, of the 16 crossings between Hammersmith and Blackwall, only two had work taking place with any impact at all on peak traffic flows. Apart from some increase in queue lengths on the approach to Battersea Bridge, and delays associated with a traffic signal failure on the morning of 16 February, there have been no abnormal delays as a result of any of these works.
- 8.9 Much of this work was carried out either during half term week (when traffic is typically 10-15 per cent lower than normal), overnight or at weekends, and that TfL ensured no adjacent crossings were affected at the same time. This is illustrative of good planning to minimise disruption.

9 RECOMMENDATION

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

10 CONTACT

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