



Tackling London's road congestion

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

Managing congestion in the short term

This plan has been developed as an interim measure to address some of the congestion problems London is facing while more permanent, strategic approaches to delivering sustainable mobility, Healthy Streets and more efficient use of road space are developed as part of the Mayor's Transport Strategy (MTS).

The plan has three key outcomes:

1. **Reduce road network disruption:** we will target network disruption with a view to reducing disruption and improving reliability of journey times
2. **Improve bus reliability:** we will work to make our bus network more reliable, reducing the time passengers have to wait for buses and reducing journey times
3. **Reduce incident resolution time:** we will reduce the time it takes us to deal with incidents on the road network and reduce the disruption experienced as a result

By successfully delivering the plan we will ensure, all road users - including cyclists, pedestrians and public transport users - should experience more reliable journeys, on less congested streets, with less disruption. The plan comprises a number of initiatives across five cross cutting areas:

- Managing the network and responding to incidents in real-time
- Strategic traffic control
- Communicating with road users
- Making highway assets reliable
- Managing road works more effectively

Managing the network and responding to incidents in real time

Unplanned incidents such as breakdowns and collisions account for approximately 20 per cent of traffic congestion in London. Our ability to identify and resolve issues quickly is essential in reducing disruption to Londoners.

1. We will improve the way we deal with unplanned incidents on the network to ensure roads are reopened as quickly as possible and the impact on buses and other vehicles is minimised. We will review the incidents we manage to identify themes and causes which can be addressed, reducing future disruption.
2. We have already deployed 80 new on-street Roads and Transport Enforcement Officers who are trained and equipped to deal with incidents affecting the road network. We are looking at how we can further enhance their response capability.
3. We will step up our work with our colleagues in the Metropolitan Police Service (MPS) to improve our vehicle recovery operations to reduce the time it takes to remove broken-down vehicles.
4. We will renew our joint TfL/MPS roads reopening protocol which sets out our shared commitment to working together to minimise disruption and reduce the duration of police-related road closures.
5. Through the jointly TfL and MPS-funded Roads and Transport Policing Command (RTPC) we will look at new ways to prevent and reduce congestion. We will trial recordable CCTV to assess the benefits in reducing collision investigation times at key locations and create a congestion-focussed task force within the RTPC.
6. We will review the types of roadworks that should be classified as an emergency, to ensure that only genuine emergency works are only carried out where absolutely unavoidable.



Strategic traffic control

Approximately 75% of congestion on the Capital's roads is the result of too much traffic for the road space available. We will use all the tools available to manage demand and keep London moving, both by offering improved public transport and better facilities for cyclists and pedestrians to encourage travellers to change modes, while managing access for vehicles to key parts of the road network.

7. We will double our bus priority construction programme in 2016/17. By 2018/19, we will have invested around £50m in bus priority measures to ensure services continue to run reliably and encourage their use.
8. We will also develop selective bus priority schemes linking on-bus GPS with our traffic signals. This will give priority to buses that are running late to improve reliability.
9. We will conduct 200 more traffic signal timing reviews across the network to keep buses and other traffic moving at junctions. These reviews will be prioritised to be conducted at key locations on the network where we are able to identify specific issues with delays.
10. We will develop new tools to better understand the movement of traffic on our network, allowing us to more precisely manage the impacts of incidents and events.
11. We will develop better traffic management capability to lessen the impact of traffic congestion across the network. We will use new technology to control access to key parts of the network to keep traffic moving.
12. We will use radar detection that picks up when pedestrians are no longer waiting to cross to reduce the time traffic is held at red lights.



Communicating with road users

Providing road users with relevant, real-time information will allow them to make decisions about their journeys based on the most up-to-date information.

I3. We will have one million Twitter followers of @TfLTrafficNews by the end of 2016/17. We will ensure the feed continues to provide drivers with accurate and relevant real-time information about the state of the road network.



I4. We will provide the road network information industry, including satnav device and information providers, the best possible data on our network, such as road closures, roadworks and live incident information to help people make more informed travel decisions.

I5. We are piloting new mobile live dot-matrix screen messaging on the backs of buses to provide real-time information directly to drivers.

I6. We will continue to develop our travel demand management and behavioural change communications to reduce congestion during disruptive events and road-works by encouraging drivers to consider alternatives.

I7. We will work with utility companies to improve the communications provided to road users, local communities and other stakeholders before and during works.

I8. We will develop new communication strategies for key parts of our network to better inform drivers about disruption. We will provide better information about re-opening roads after incidents, and more detail on alternatives routes.

I9. We will consider ways to raise awareness among drivers about avoiding situations known to disrupt the road network - such as vehicles running out of fuel in Blackwall Tunnel - to reduce these types of very disruptive, but easily avoidable, incidents.

Making highway assets reliable

For the road network to perform well, the supporting infrastructure must be reliable and work well. This ensures that faults are kept to a minimum and that repairs are carried out in the fastest time possible to get traffic moving again quickly.

20. We will work with our contractors and partners to develop new products to reduce the time that assets are unavailable. This includes developing new materials to speed up carriageway replacement and resurfacing, meaning roadworks are completed more quickly and the road re-opened sooner.

21. We will continue to work with our traffic signals contractors to improve asset reliability to reduce disruption as a result of traffic signal failures and faults which disrupt buses and the road network.

22. We will upgrade traffic signals at key locations to ensure they can remain under the control of our operations centre in the event of a failure in telephone connections.

23. We will work with UK Power Networks to reduce the impact of power supply failures on the network, and the associated traffic signal downtime, by getting engineers on-site quicker to investigate and reinstate power connections.

24. We will work with Network Rail and industry partners, including bus, freight and logistics operators, to reduce the number of vehicles striking railway bridges to improve safety and reduce delays to both road and rail users.

25. We will target our drainage maintenance at areas that are more prone to flooding and will work with Thames Water and other partners to identify, prioritise and treat flooding hotspots across the most critical parts of our network.



Connected portable signals in use on Blackfriars Road

26. We will develop better portable and temporary traffic signals that can be controlled directly from our operations centre to minimise the disruption caused by works.

Managing roadworks more effectively

We have already introduced a permitting and lane rental scheme in London that has significantly reduced the impact of roadworks. However, more can be done through closer collaboration with local authorities, utility companies and developers.

27. We will work with the London Infrastructure Delivery Board to improve long term planning of major infrastructure works. This will help enable works to be take place concurrently, where possible, to reduce overall road closure times.

28. We will continue to prosecute companies whose roadworks are not conducted in line with their permits and agreements. This includes:

- More use of cameras that can automatically monitor sites to ensure that works are in accordance with the permit issued
- New bespoke training for our roadworks assessment teams
- Agreeing performance improvement action plans with works promoters

29. We will launch a new integrated LondonWorks system (the online tool used by TfL and all local highway authorities across London).

30. We will work with utility companies to coordinate maintenance and upgrading of infrastructure in 'block closures' to ensure that the same sections of road are not repeatedly subjected to works.



31. We will lobby Government for greater powers to manage roadworks including:

- Increasing the scope of fixed penalty notices
- Legislating around non-highway works (such as cranes and hoardings)
- Charging for over-running works at weekends
- Widening the scope of spending the money from the lane rental scheme

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