
Secretariat memorandum

Author: Tim Bellenger

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TRS013
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Major projects review

1 Purpose of report

- 1.1 To provide members with an updated overview of major projects in the London TravelWatch area.

2 Recommendation

- 2.1 This report is for information only.

3 Information

- 3.1 There are a number of major projects which are ongoing to improve the infrastructure of the transport system both to services and on stations.

- 3.2 The purpose of this report is to update members on the progress, from the perspective of transport users, of the current positions of major infrastructure projects which are being carried out across the London TravelWatch area. The table shows the following information for each major project:

- Current status (which will be updated as project timescales move along)
- The expected completion date
- Statutory permission
- The description of the project
- Web link to each projects website
- The date at which the information has been updated in the table

- 3.3 This project update includes National Rail, Tube, DLR, Buses, Streets, Cycle, Taxi and Private Hire Vehicles.

4 Equalities and inclusion implications

- 4.1 This report gives no rise to no specific equalities and inclusion issues.

5 Legal powers

- 5.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

6 Financial implications

- 6.1 There are no specific financial implications arising from this report.

Project	Description	Statutory Permission	Current Status	Expected Date of Completion	Web link	Date updated
Crossrail	Crossrail is a project which has been set up to build a major new railway connection under central London. It is a high frequency, convenient and accessible railway system for passengers in London and the south east. Crossrail will travel from Maidenhead and Heathrow (west London) to Shenfield and Abbey Wood (east London) via two new twin tunnels under central London. This railway will link Heathrow Airport , the West End, the City of London and Canary Wharf.	Yes	<p>Tottenham Court Road - for the Western ticket hall, all the buildings have been demolished in the area bounded by Dean Street, Diadem Court, Great Chapel Street and Oxford Street. At the end of June 2011, works are beginning to be prepared on the work site for the main construction activities.</p> <p>Farringdon - for the Western ticket hall, the Thameslink project has begun work on constructing an integrated ticket hall for Crossrail and Thameslink services. For the Eastern ticket hall, the demolition work at the Lindsey Street site is largely complete. Preparations are underway for the next stage of works, including utilities diversions, and piling and shaft construction.</p> <p>Bond Street - utility works along Oxford Street are currently being undertaken.</p> <p>Paddington - The main works have begun at the Triangle Square which are due to finish in Jan 2012. The completion date for Crossrail 1 has been pushed out by a year.</p>	Year 2017	http://www.crossrail.co.uk	20/06/2011
Thameslink	The Thameslink programme is a government funded programme of work to introduce new and improved stations, new tracks, new cross-London routes and longer and more frequent trains with the objective of reducing overcrowding. Most of the Thameslink route is over the Brighton Main Line and the southern part of the Midland Main Line. There is also a suburban loop through Sutton and Wimbledon. The majority of fast trains run between Brighton and Bedford via London Bridge. The stopping suburban services start at either Wimbledon or Sutton and call at stations to Luton - These services do not serve London Bridge but mostly call at all stations via Elephant & Castle to Blackfriars and on via St Pancras then all stations to Luton. There are also now stopping trains from Sevenoaks calling at all stations via Swanley and the Catford Loop Line and terminating at Kentish Town. In addition there are peak-only Southeastern services to and from Rochester, Ashford International or Bearsted with a northern terminus at Bedford.	Yes	<p>There are presently major works at London Bridge where the bus station and flyover are being constructed and rebuilt.</p> <p>There are major works at Blackfriars and Farringdon station. The building programme at Blackfriars will mean the new terminating platforms, the rebuilt LUL station and the South Bank entrance will be completed by December 2011. There is complication to remove the existing temporary footbridge and maintain passenger access to and from the northbound platform.</p> <p>There are various ongoing platform lengthening projects at various stations on the Thameslink route. This programme is planned around the Olympic Games, therefore it will pause in mid 2012. The redevelopment of London Bridge station is a major part of the Thameslink scheme. The project should increase frequencies of service and offer improved connections. The re-design for the concourse for the terminating platforms is aimed to improve connectivity with the surrounding urban area as well as improving passengers' ability to navigate around the station. The concourse for the through platforms would be located beneath the tracks and will be the biggest beneath-track concourse in the UK. There is a provision of 32 new toilets.</p> <p>London Blackfriars station is being redeveloped as a key part of the Thameslink programme, and funding is secure and once complete the station will be the first to span the Thames. It will make London's Bankside and South Bank tourist areas more accessible, deliver direct links to Gatwick and Luton Airports and St Pancras International and eventually to destinations on the East Coast Main Line, including Peterborough and Cambridge.</p>	Year 2018	http://www.thameslinkprogramme.co.uk/cms/pages/home	20/06/2011
Evergreen 3 - Chiltern mainline Upgrade	A new railway is being built (including a reconstruction of an existing railway) between Bicester and Oxford - including a reconstruction of stations at Bicester Town, Islip, Water Eaton and Oxford. These improvements will facilitate the operation of a direct railway service between London Marylebone, High Wycombe, Bicester Town and Oxford.	Yes	<p>Works which do not require the Transport and Works Act approval are proceeding however, because the original main contractor (Jarvis) went into administration and the contracts had to be relet, work has been delayed, as has the introduction of an enhanced timetable in May 2011, which will not now occur until the 5th September 2011.</p> <p>The two week blockade of the Chiltern route between Bicester and London (originally planned for Easter/May Bank Holiday weekends) has now been substantially reduced in scope and instead a blockade has been proposed for the last 2 weeks of August 2011.</p> <p><i>Week 1: 13th - 20th August</i> Neasden Junction blocked - 2 tph from West Midlands, Banbury, Bicester, High Wycombe to Paddington (7 car 168s). This requires the First Great Western - Greenford service to be cancelled to provide paths into Paddington. A compensation package will be offered to First Great Western passengers and Heathrow Connect will stop additionally at Acton Main Line.</p>	Trains running by year 2014	http://www.chiltern-evergreen3.co.uk/	22/06/2011

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Evergreen 3 - Chiltern mainline Upgrade	A new railway is being built (including a reconstruction of an existing railway) between Bicester and Oxford - including a reconstruction of stations at Bicester Town, Islip, Water Eaton and Oxford. These improvements will facilitate the operation of a direct railway service between London Marylebone, High Wycombe, Bicester Town and Oxford.	Yes	<p>Neasden Junction will reopen but Bicester North - Wembley Stadium will be blocked. There will be 1tph from West Midlands, Banbury to Didcot for onward travel via First Great Western services into Paddington. There will be 1 tph from West Midlands, Banbury to Bicester with a bus connection to Aylesbury Vale Parkway for onward travel via Chiltern railways s to Marylebone via the Met line. There will be bus connections from various Heartlands Stations to the Met line stations for onward travel via Chiltern Railways/London Underground to Marylebone/Baker Street and from Gerrards Cross and Denham to Hillingdon. There will be an additional Chiltern Railways Aylesbury line services to and from Marylebone strengthen to 6 cars - this will require the Rickmansworth stops to be removed from all Chiltern Aylesbury line services.</p> <p>The alternative options which passengers will be offered are as follows: - Ticket acceptance on other operator's services, including LUL, where the suggested alternative involves use of another operator's trains. Diversion of Chiltern trains, for example to Paddington, to get round blocks and avoid bus replacement. Cross acceptance of car park season tickets, so for example where we advise Haddenham passengers to use Aylesbury, Haddenham car park season tickets will be valid at Aylesbury car park. If the alternative car park is one which is not Chiltern operated, for example Hillingdon which is NCP, we will reimburse customer's parking costs. Chiltern are not planning to offer passengers a pay out of money in compensation but when the works are due to complete on 5th September, passengers will have shorter journey times.</p>	Trains running by year 2014	http://www.chiltern-evergreen3.co.uk/	22/06/2011
High Speed 2 (HS2)	HS2 Ltd was established in January 2009 to look at the feasibility of, and business case for, a new high speed rail line between London and the West Midlands; and to consider the case for high speed rail services linking London, northern England and Scotland.	No	<p>The government has asked HS2 Ltd to carry out further work on the Heathrow connection along with a report on the comparative case for different ways of connecting the West-Midlands, Manchester and Leeds. This work will inform the Government's overall strategy and timetable for establishing a high speed rail network.</p> <p>The Government has now launched the consultation on its proposed high speed rail strategy and the recommended route for an initial high speed line from London to the West Midlands. A consultation was announced on February 28th 2011 that will last 150 days.</p> <p>London TravelWatch has been asked by the London Assembly to contribute towards the scrutiny of the project at the next Transport Committee in July 2011.</p>	Year 2025	http://www.hs2.org.uk/ http://highspeedrail.dft.gov.uk	22/06/2011
Crossrail 2	Crossrail 2 is a mainline tunnel from Clapham Junction via Victoria, Tottenham Court Road and Kings Cross to undecided lines in the north east. This nominal route is protected via the planning process. Crossrail 2 services would replace various National Rail suburban services in order to free up capacity at terminals like Victoria, Waterloo, King's Cross and Liverpool St.	No	<p>1) This line was protected in 2008, including linking the District lines Wimbledon branch with the Central Lines Epping branch via a route from Parson's Green to Leytonstone via Chelsea, Sloane Square, Victoria, Piccadilly Circus, Tottenham Court Road, King's Cross St. Pancras, Angel, Essex Road, Dalston Junction, Hackney Central and Homerton. This line protection also includes a spur from Victoria across the Thames to Battersea Park for stabling and access to a tunnelling site. The tunnel size that has been safeguarded is national rail standard (same as Crossrail 1). However the final decision as to the loading gauge has not yet been decided. Piccadilly Circus is not a "definite" station due to the constraints upon construction of a large-scale Crossrail 2 station in the area. A station can only be built here if Crossrail 2 is built to Tube standards; that would make the whole project cheaper (smaller tunnels) although it would have to use smaller trains.</p> <p>The future of Crossrail 2 has been discussed at the final page turn meeting with Network Rail as part of the London & South East RUS. The issue which was discussed was that Crossrail 2 could be a potential alternative option for the South West Main Line corridor.</p>	n/a	http://www.alwaystouchout.com/project/5	22/06/2011

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London Overground	London Overground is responsible for running the London Overground network which is done under a Concession Agreement with TfL. TfL works very closely with London Overground to observe its service including punctuality of trains, customer service and the readiness to operate the new East London Line. TfL employ a dedicated team to monitor and support LOROL in the delivery of all the obligations set out in the Concession Agreement. This team works alongside LOROL at our headquarters in Swiss Cottage and a close partnership has developed between the teams.	No	<p>1) Connection to Clapham Junction</p> <p>The connection to Clapham Junction is proceeding. This project has been controversial because of its effect on the South London Line services. The works at Clapham Junction station requires closure of platform 2 from the 26th March 2011 and services will be redirected to platform 17. The Brighton Yard entrance of Clapham Junction station opened on 21st May 2011.</p> <p>2) North London Line</p> <p>The upgrading of signalling is near completion. The full enhanced timetable is scheduled to commence in May 2011. Train lengthening and re-signalling has commenced.</p>	n/a	http://www.lorol.co.uk/index.html	22/06/2011
Network Rail - Main Rail Termini	<u>London Cannon Street</u> This project is part of a joint venture with Hines which will see the station improved by July 2011 as part of the new commercial development above the station. The office development above the station will complete later in 2011 and a new interchange with LUL will complete in 2012.	Yes	This scheme consists of a new development/improvement/upgrade projects at Network Rail's managed stations.		http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/appendices/appendix%204.2.pdf	23/06/2011
	<u>London Euston</u> The redevelopment of the station remains an aspiration for the industry and the station would require redevelopment as part of plans for HS2. Passenger Focus has conducted research to investigate passenger priorities on facilities and standards at London Euston station. Camden council are working on a scheme to develop an accessible walking route between London Euston and St Pancra station.	Yes		n/a		
	<u>London Kings Cross</u> The new Western concourse is in working progress. Funding is secured and planning for the station has been granted - a planning application for the design of the public square will be submitted later in 2011. On track to complete in 2013. Western concourse opening in 2012. TfL are designing a street design which is related to the Olympics. Three pedestrian crossings are being developed around the station.	Yes		Year 2012 and 2013		
	<u>London Liverpool Street</u> New underground Crossrail platforms are due to complete in 2018. Work is also ongoing to improve services into London Liverpool Street.	Yes		Year 2018		
	<u>London Paddington</u> The renovation of Span 4 (roof above platforms 9-12) is almost due to complete. Additionally, preparatory work has started to prepare for the interchange with the new Crossrail station.	Yes		Year 2011		
	<u>London Victoria</u> The eastern part of the station roof has been completely refurbished and is substantially complete. Sections of the scaffolding are already being removed and final works will be ongoing until June 2011. Future redevelopment around the station (including the bus station) remains an aspiration but no planning applications have been made. London TravelWatch has concerns over the current bus stops (in the bus station) which are in front of the station being removed and placed on the side roads around the station.	Yes		Year 2011		
	<u>London Waterloo</u> Work to provide more space for passengers and provide a better choice of restaurants and shops is due to commence in Spring 2011. It will see retail moved off the station concourse and on to a new first-floor balcony. Funding is secured. Network Rail remains in discussions with South West Trains regarding the future of Waterloo International as part of the train lengthening programme.	Yes		Year 2012		

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Access for All	Department for Transport - Railways for All The list of rail stations which are planned to receive Access for All main schemes funding in the period between 2012-2015. This planned list of stations is subject to Network Rail's feasibility study.	Yes	The Railways for All Strategy was published by the Government in March 2006. It describes how the Access for All funding will be used to improve the accessibility of Great Britain's stations.	Year 2012 - 2015	http://www2.dft.gov.uk/transportforyou/access/rail/railstations/access/	22/06/2011
National Stations Improvement Programme	Please see website for station updates.	Yes	The NSIP programme is a joint industry initiative funded primarily by the DfT. The five year programme aims to deliver £165 million worth of station improvements to a minimum of 150 medium sized stations in England and Wales (excluding Network Rail managed stations) through CP4. Our obligation is to work with stakeholders to identify the best use of available funds and to deliver the proposed programme of station works developed by the cross-industry local delivery groups.	Year 2014	http://www.networkrail.co.uk/documents/9816/EnhancementsDocumentMarch2011Update.pdf	24/06/2011

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London Underground upgrades	Although work on these upgrade programmes is yet to begin, planning and development works have started.				
	<p><u>Northern Line</u> The Northern Line upgrade will deliver faster, more frequent trains and in total the capacity of the line will be boosted by 20%, the equivalent of 11,000 additional passengers per hour, and journey times will decrease by around 18%. New innovative signalling will replace the current system, some of which dates back to the 1950s. Work is well under way on the upgrade and this will pick up pace from late 2011. London TravelWatch was informed by LU that a new programme will deliver a 'new state of the art' signalling and control system. There will now only eight full week closures for installation and testing of the new signalling system. There will also be a further five closures in 2013 and three in 2014.</p> <p>There will be six closures of parts of the line during the quieter Easter and Christmas holiday periods which will be closed for four or five days. There will be eight weekend closures where shorter sections of the line will be closed, most of these closures will effect only the High Barnet branch. The Northern Line also needs essential track renewal in the next two years, which is separate to the signalling upgrade. The pre-planned work to replace the heavy engineering tracks will begin in August 2011 with nine closures of the Bank branch up to February 2012 and ten weekend closures of either the Barnet or Edgware branch from October 2011 to February 2013.</p> <p>There is also a major scheme to rebuild and rebore the tunnels at Bank station in association with the City of London corporation has been announced. A second phase of the development of the Northern Line was to have been the splitting of the two lines to allow them to be simpler to manage operationally. This proposal has been indefinitely delayed. There has been a consultation process to extend the Northern Line from Kennington to Battersea Power Station. With private sector funding, there is also the potential to extend the Northern line to Battersea in order to support developer-led growth in the Vauxhall / Nine Elms / Battersea Opportunity Area. LU is working with the developer to progress this</p> <p>Following the transfer of Tube Lines to TfL, LU immediately acted to cancel the extensive closures previously planned for the upgrade. This will now be delivered with significantly less disruption and fewer closures and is due to be complete in 2014.</p>	Year 2014 Year 2011-2012 Resignalling delayed to 20	 Yes	 http://www.tfl.gov.uk/corporate/projectsandschemes/18072.aspx	 23/06/2011
	<p><u>Jubilee Line</u> Since Tube Lines became part of TfL in June 2010, London Underground and Tube Lines have worked together to complete the delayed upgrade as quickly as possible. New signalling is now in operation across a large section of the line, and the full upgrade is due for completion in spring 2011. However, service disruptions and weekend closures continue to be a key concern of this line. The Jubilee line upgrade is now expected to be completed by the end of 2011.</p>	Year 2011	Yes	http://www.tfl.gov.uk/corporate/projectsandschemes/18072.aspx	23/06/2011
<p><u>Victoria Line</u> The Victoria Line upgrade will deliver a 21% increase in capacity or 10,00 more passengers per hour and a 16% improvement in journey times. For customers this will mean:</p> <ol style="list-style-type: none"> 1) New, faster and higher-capacity train, with improved on-train customer information, better ventilation and CCTV in every carriage - (the last 1967 vintage trains scheduled to be taken out of service by the end of May 2011). 2) A new signal system and control centre, allowing trains to run more frequently and enabling LU staff to provide up-to-minute information for customers. 3) More trains during peak hours; up to 33 trains per hour, instead of the current 27. 4) Improved accessibility enabling more Londoners to use the tube service independently. 5) Improved track and power systems, providing a more comfortable ride whilst keeping the system as efficient as possible. <p>The upgrade is on budget, on schedule and due to be delivered in 2012. The new signalling system has been installed, the new line control centre has opened and more than half of the new trains are now in service with the remaining trains to be delivered during 2011. The refurbishment and replacement of the escalators commenced in January 2011. A major communication campaign was embarked upon as the works substantially reduced capacity. This campaign has resulted in a 40% decrease in the usage of Victoria LUL station since January 2011. Works are due to be completed in November 2011, with a respite period during the royal wedding (29/04/11) and the District line ticket hall booking office has been reopened between 16:00 and 20:00 Monday to Friday - this was achieved earlier than planned. Finsbury Park and Highbury & Islington stations were planned to have a congestion relief scheme at the main ticket hall but this has now been delayed beyond TfL's planning period</p>	Year 2012	Yes			

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London Underground upgrades	<p><u>Circle, District, Hammersmith & City and Metropolitan lines - The Sub-Surface Railway (SSR)</u></p> <p>This upgrade is the most ambitious project being undertaken on the tube because it will be delivered progressively over the next eight years. The first of the 191 new, larger, S stock trains are already running in passenger service on the Metropolitan line into central London. These new trains feature walk-through carriages, air-conditioning, improved customer information (audio and visual) and enhanced security through CCTV. The replacement trains on the Circle and Hammersmith & City lines will be seven carriages rather than the current six, creating much more room for passengers. The trains will also be more accessible, including four dedicated wheelchair areas per train, lower passenger alarms in these areas and a smaller gap between the platform and the train. The first of the new S stock trains for the Circle and Hammersmith & City lines are scheduled to be delivered to London Underground in late 2011, before they start to be introduced into service in 2012. When the upgrade is complete the combined line capacity will have increased by 65%, which is an additional 17,000 passengers every hour.</p> <p>The new trains and signalling works which were planned by 2018 are still going ahead and the plan is on track.</p>	Service is to start in 2012. New trains and signalling is planned for 2018.	Yes	http://www.tfl.gov.uk/corporate/projectsandschemes/18072.aspx	23/06/2011
	<p><u>Piccadilly and Bakerloo Lines:</u> The Piccadilly and Bakerloo lines will be the last lines to be upgraded (the Central line was upgraded in the 1990s). The upgrades will deliver new trains, new signalling and new control centres, which will enable us to increase capacity on the lines. Although work on these upgrade programmes is yet to begin, planning and development work has already and following the transfer of Tube Lines to TfL, we have been reviewing the best way of delivering the Piccadilly line upgrade within available funding and with synergies achieved alongside the Bakerloo and other upgrade programmes. The proposed Bakerloo line upgrade works which were scheduled for 2020, will not happen in this time scale (including the ex Silverlink station upgrades). The Piccadilly line upgrade has been postponed to 2014. However a new prototype train to run on both these lines is still being developed with a suggested date of 2015.</p>	Year 2015	Yes		
Access All Areas	<p><u>Transport for London - Tube</u></p> <p>TfL have planned an investment programme which is underway to deliver improved access across the Tube network. In relation the station refurbishment programme has introduced improvements such as tactile strips on staircases and platforms, more Help points and more seating on platforms. To reduce the step up from platform to train, TfL are installing platform humps in some locations. They raise the platform to the level of the train and are available on some Victoria line platforms as well as London Bridge and Waterloo & City line stations. Level access is also available at Jubilee line platforms east of Westminster.</p> <p>By 2018, Crossrail will provide a number of new step-free stations, in particular in central London.</p>	Year 2018	Yes	http://www.tfl.gov.uk/gettingaround/transportaccessibility/1167.aspx	26/06/2011

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Docklands Light Railway	<p>The DLR carries almost 70 million passengers a year with consistently high levels of reliability and passenger satisfaction. It is one of the first light rail systems in Britain, with one of the world's most advanced automatic train control systems, the DLR has expanded faster than any other UK railway.</p> <p>Since opening in 1987 it has extended to Bank, Beckton, Lewisham, London City Airport and Woolwich Arsenal.</p> <p>DLR Limited owns the railway's assets. Part of Transport for London, its role is to oversee the operation of the railway and plan development that meets the needs of east London. DLR Limited works with franchise operator Serco Docklands and three concessionaires - responsible for building and maintaining network extensions. Their aim is to deliver a safe, reliable and cost-effective service for east London residents, commuters and visitors.</p>	Yes	Extension to Stratford International	To be opened in June 2011	http://www.tfl.gov.uk/corporate/modesoftransport/1530.aspx	26/06/2011
		Yes	<p>All the 3 car works are now complete. DLR have proposed to develop extensions to Dagenham Dock, King's Cross St Pancras, Victoria and Forest Hill.</p>	Deferred		
Yes	<p>48 vehicles have been planned to be renewed during the financial year 2011/12. There is also a phased plan for another 60 vehicles to be renewed between 2012 and the end of 2018.</p>	2018				

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New Bus for London	There has been a wooden mock-up in London for a while. Our design panel has visited it and made comments. Our design panel have succeeded in getting an additional hand rail incorporated and a turn on the staircase. There has been much debate around the size of the wheelchair bay. In parallel there is a working trial vehicle in the process. 5 vehicles are due to be on the streets by 2012. Our issues are regarding the cost of running and passengers falling off the open platform. Work on prototype buses is still ongoing and currently being tested on the Millbrooke track.	Year 2012	Yes	http://www.tfl.gov.uk/modalpages/2605.aspx	23/06/2001
Removal of the Bendy Bus	The removal of bendy buses is scheduled for completion by the end of 2011. London TravelWatch has objected to their removal.	Year 2011	Yes		
Countdown 2	The locations of the 2500 signs (down from 4000) have been agreed with the boroughs and will be rolled out over the this year. Additionally there is development on mobile and internet Countdown 2 - this is in TFL's business plan but has now been delayed and we are unsure why.	Year 2011	Yes		

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Bounds Green	Works are being carried out on the A406 North Circular Road between Bounds Green Road and Connaught Gardens to reduce delays and improve facilities for pedestrians and cyclists. A dual-carriageway is being created that will help cut out rat-running (cut-through) traffic in residential streets, increase safety and benefit the local environment for everyone. Other benefits include improved journey time reliability, reduced congestion, better facilities for cyclists, and traffic encouraged back onto the main carriageway, away from residential roads.	n/a	Works are underway.	Year 2012		
Henlys Corner	Right turns, which currently cause significant queues on the local roads, will be upgraded, allowing cars to move forward and queue in a central area of the junction. This will increase the number of vehicles that can pass through the junction, helping to smooth traffic flow through the area. <u>Planned improvements</u> New signal controlled crossings will also be installed, making crossing the road easier for pedestrians and cyclists. Lane restrictions and temporary traffic management will be put in place to ensure traffic can continue to travel throughout the area while these works are carried out. The Mayor of London has prioritised the scheme because of the broad range of benefits for pedestrians, cyclists, traffic flow and improving the public realm. The cost of the scheme is £8 million.	n/a	Works began on 4 April and expected to be completed by the end of 2011.	End of 2011	http://www.tfl.gov.uk/roadusers/default.aspx	23/06/2001
Tottenham Gyrotory	The one-way traffic system will be changed to a two-way traffic system, and a new public square and bus station outside Tottenham Hale station will be created. The removal of the one-way system will allow the regeneration of the area as set out in Haringey Council's Tottenham Hale Urban Centre Master plan - making the area a more attractive place to live, work and visit.	n/a	This scheme has been agreed and proposed works will proceed shortly.	2014		
Pedestrian Countdown	Pedestrian Countdown counts down how long you have to cross the road after the green man light has gone out. After completing public research and technology development, Transport for London (TfL) is now ready to test Pedestrian Countdown on-street. Eight junctions with traffic lights in London have been selected and approved by the Department for Transport (DfT) and on-street trials will start in late June 2010. Trials will last up to 18 months during which time we will work with the DfT to assess whether the technology could be approved for use at more locations across the capital.	n/a	Trials are underway. A report of the trial has been completed. TfL will now seek DfT approval to roll out the scheme further.	n/a		

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Cycle Superhighways	Barclays Cycle Superhighways are new cycle lanes into central London from outer London. They are intended to provide cyclists with safer, faster and more direct journeys into the city.	Yes	The first two have now launched, with two more opening in summer 2011 and the remaining eight introduced by 2015, though there is a pause in the implementation until 2013.	All completed by year 2015	http://www.tfl.gov.uk/roadusers/cycling/11901.aspx#	24/03/2011
Cycle Hire	Take a cycle, ride it where you like, then return it, ready for the next person. Available 24 hours a day, all year round. It's self-service and there's no booking. Just turn up and go. Best for short journeys.	Yes	There are proposals to extend this scheme towards the Olympic site.	End of July 2012	http://www.tfl.gov.uk/roadusers/cycling/15150.aspx	23/06/2011
Motorcycles in bus lanes	On the 24 July 2010 a new Motorcycles in Bus Lanes experimental scheme on the majority of the Capital's 'red route' bus lanes started. The new 18 month scheme has been set up after an independent report into the initial trial found that motorcyclists' journey times improved, but increased the risk of collision with cars and vans. This new experimental scheme will aim to improve compliance with speed limits and ensure better road safety awareness for all road users, paying particular attention to motorcycles in bus lanes. Read more about safety.	Yes	The second trial is underway. We have asked TfL to analyse all of the first 18 month trial and they have agreed to do this.	End of 2011	http://www.tfl.gov.uk/roadusers/finesandregulations/10151.aspx	23/06/2011
Cable Car	A cable car linking Greenwich Peninsula to the Royal Docks is intended to address the difficulty of crossing the Thames east of Tower Bridge, which can be difficult for pedestrians and cyclists.	Yes	Planning permission has been granted for this scheme and TfL are progressing procurement in parallel with looking to fund all or part of the scheme from sponsorship.	N/A	http://www.tfl.gov.uk/corporate/projectsandchemes/15959.aspx	22/06/2011

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Driver ID and complaints poster to be displayed in black cabs	TfL have promised to introduce this by the end of the year.	01/12/2011	N/A	London TravelWatch has been working with TfL to have a driver ID and complaints poster introduced into black cabs. We are pleased that this suggestion is to be implemented.		23/06/2011