

Date: 1 March 2023

Title: Healthy Streets Programme

This paper will be considered in public

1 Summary

Table 1: Summary of Healthy Streets programme authorities				
Figures in £m outturn values				
Latest gross estimated final cost (EFC) (5 year total)*	*Previous gross estimated final cost (EFC) (5 year total)	Authorities	**Financial Authority	Programme and Project Authority
738	567	Existing	733.0	531.8
		***Requested	4.9	206.0
		Total	737.8	737.8
		<i>Future Submissions</i>	0	0
<p>*The estimated final cost (gross EFC) covers financial years 2020/21 to 2024/25 only. ** Financial and Programme and Project Authority covers financial years 2020/21 to 2024/25. ***Approval is sought for additional unbudgeted Financial Authority of £4.9m and Programme and Project Authority of £206m which covers delivery to the end of 2024/25.</p>				

- 1.1 The purpose of this paper is to request additional authorities for continuation of the Healthy Streets programme (the Programme), following confirmation of funding for Active Travel and Local Implementation Plans (LIPs) in the August 2022 Government funding agreement – and a subsequent £150m allocation in the TfL Business Plan for 2024/25.
- 1.2 The paper on Part 2 of the agenda contains exempt supplementary information. The information is exempt from publication by paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that exempt information must take place after the press and public have been excluded from the meeting.

2 Recommendations

2.1 The Committee is asked to note the paper and the exempt supplementary information on Part 2 of the agenda and:

- (a) approve additional unbudgeted Financial Authority of £4.9m and Programme and Project Authority of £206m to support delivery of the Healthy Streets Programme, bringing the total Healthy Streets Programme and Project Authority to £737.8m over financial years 2020/21 to 2024/25; and**
- (b) note that the Programme and Project Authority request above includes an element to enable the completion of the Old Street Roundabout project, for the amount set out in the paper on Part 2 of the agenda.**

3 Background

- 3.1** On 6 October 2022, the Chair of the Committee, in consultation with the Committee Members, approved by Chair's Action the award of £215m of Programme and Project Authority for the continued delivery of the Programme, following the 30 August 2022 funding agreement with Government. This agreement included, in paragraph 20, a requirement for the Programme to continue delivery of TfL's active travel programme. The requirement is defined as: "On average, £80m each year of [the overall capital envelope] will be ringfenced over the period of this settlement for active travel".
- 3.2** In paragraph 12, the letter also states: "we expect, as a minimum, that Local Implementation Plan (LIP) funding each year is aligned with funding provided in 2021/22". In 2021/22 this was £69m – therefore, £69m per year was set aside for London boroughs in 2022/23 and 2023/24 (£138m total). Lastly, the letter requires TfL to deliver 25km of new bus lanes by 2024/2025 (as well as at least five bus-focused corridor studies by July 2023) – a greater level of ambition than set out in TfL's Bus Action Plan.
- 3.3** The October 2022 Chair's Action paper set out how these allocations are prioritised for spend to March 2024 and beyond. The programme includes previously committed projects (within the financial allocations to date), as well as new commitments that align with the Programme's strategic objectives and new area-based planning approach. Where these commitments continue into 2024/25, these will be funded from the £150m per annum TfL has set aside in the Business Plan for 2024/25. The Programme will continue delivery of the Mayor's Transport Strategy (MTS), aligning with the objectives and outcomes set out in the Vision Zero Action Plan Progress Report, the new Bus Action Plan and the Walking and Cycling Action Plans.

4 Healthy Streets: Looking to the future

- 4.1** Reducing car use and increasing travel by sustainable modes helps address many of the challenges we face in London – the climate crisis, air pollution, health and

inactivity, road danger, congested roads, and fairer access to amenities, jobs and services. Investing in active travel and bus priority will enable independent travel for children, create more pleasant streets for living and working, and strengthen the economic recovery of our town centres and high streets. As we emerge from the pandemic, walking and wheeling, cycling and public transport will help us achieve the goals that are critical to London's future success.

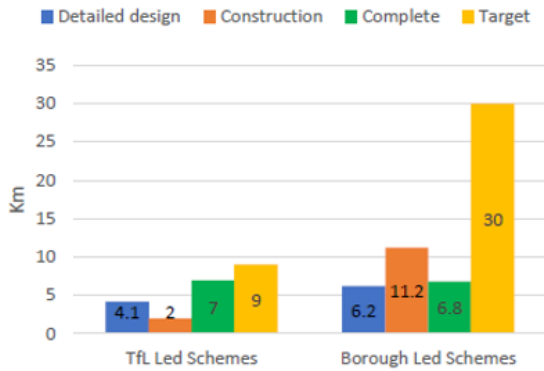
- 4.2 On an average day, 1.2 million journeys are cycled, more than the daily journeys made on the District and Piccadilly lines combined. In many cases these cyclists – as well as people thinking about taking up cycling – are still woefully under-served on London's roads. The potential contribution of cycling and walking to decarbonisation and public health remains considerable with nearly half of car journeys currently made by Londoners cyclable in around ten minutes, rising to two-thirds under 20 minutes. If all Londoners achieved 20 minutes of physical activity a day, it could save the NHS £1.7bn in treatment costs over 25 years.
- 4.3 Our customer research shows that concerns over road danger and fear of collisions remain the primary barrier to taking up cycling with 82 per cent of non-cyclists citing it as a deterrent. This is despite cycling becoming safer with a nearly 50 per cent drop in the risk of being killed or seriously injured while cycling in the last 20 years. It is therefore imperative that we continue to deliver a safe protected cycle network at pace, expanding the 350 kilometres of high-quality cycle routes delivered to date.
- 4.4 Our planning and investment approach for active travel takes into account our plans for increasing the use of other sustainable modes (particularly buses) and the varying land uses and street functions across London. This will ensure our schemes can provide complementary improvements for cycling, walking, wheeling and buses by taking an integrated approach to planning and by designing schemes that prioritise active travel and buses over general traffic.
- 4.5 Bus travel is a core part of the sustainable transport network as well as being affordable, inclusive and accessible. More than one-third of bus journeys are made by Londoners with an annual household income of less than £20,000 and of all disabled Londoners, 52 per cent do not have access to a car and depend more on sustainable modes. Buses carry more people than any other mode (aside from walking) on central London's streets – and more than six million bus journeys are made on a typical day, representing around one in five of all journeys made in the Capital.
- 4.6 London's streets account for more than 80 per cent of its public space. Buses use our streets more efficiently than cars, accounting for 16 per cent of the road space used but 67 per cent of the movement of people on the carriageway. The efficiency of buses which reduces congestion and pollution creates streets that are more attractive for walking and cycling, further reducing pollution and congestion, and making it easier and more attractive for people to build activities into their daily lives that provide health benefits. Bus use also drives walking demand, with one fifth of all walking in London taking place as part of a bus trip. The Mayor's aim is for all Londoners to do at least the recommended 20 minutes of activity each day by 2041. As an average bus trip involves around seven minutes of walking to and from the stop, bus customers can achieve much of the minimum physical activity needed to stay healthy in one return trip.

- 4.7 The modal target of 80 per cent of trips to be made by walking, cycling and public transport by 2041 requires up to nine million daily journeys to be made by bus by 2041. In the early 2000s, as part of an integrated transport strategy to tackle London's chronic congestion and insufficient public transport capacity, we improved the reliability of bus journeys and the network was expanded. As a result, bus journeys increased by 69 per cent between 2000 and 2010. Further investment in the bus network will be necessary to achieve the 2041 modal target.
- 4.8 Our aim is to work with boroughs to deliver net-positive transport benefits for sustainable modes, making them safer and more attractive. For example, the experimental bus-and-cycle-only corridor along Bishopsgate in the City of London – which is an important road for both buses and cycling – has seen up to 9,000 people cycling on Bishopsgate on some days, while bus journey times are faster and more consistent.
- 4.9 For further details of the Healthy Streets approach, strategic alignment and prioritisation methodology are set out in the October 2022 paper to the Committee. Further briefings have also taken place with Independent Investment Programme Advisory Group (IIPAG) on the new pan-TfL Strategic Outcomes tool that enables decision makers to balance priorities across different types of programme – for example, between renewals and enhancements; rail and highways and so forth.

5 Summary of Healthy Streets investment since October 2022 against plan

- 5.1 Delivery has taken place across the Programme in line with the commitments made in the paper submitted to the Committee in October 2022. The Transport for London Road Network-led (TLRN) programme has experienced some slippage to lowering speed limits, Healthy Streets schemes under £5m and small safety schemes as a result of resource constraints in both TfL and the supply chain – which has led to prioritisation of projects planned to start construction within the Department for Transport (DfT) funding period over projects in the earlier stages of design development. However, the TLRN-led programme is on target to spend against budget for 2022/23 due to the successful application of a work bank management approach and other mitigations – discussed further in section 7 below.
- 5.2 Following approval by the DfT in December 2022, London boroughs will carry forward around £4m of their funding allocation from 2022/23 into 2023/24 to enable them to restart paused projects and undertake recruitment - in line with the flexibility granted to TfL. However, despite this slippage, they are projected to spend their full allocation by March 2024 following a remobilisation period.
- 5.3 A summary of key highlights achieved against our original plan and budget are included below, alongside our strategic targets:

Images 1 and 2 – Commitment – 39km of new or upgraded cycling infrastructure delivered or in construction by March 2024, and Cycleway 9 opened at Waterman's Park (note that mobilisation commenced in October 2022 and will ramp up over the coming year).



*Schemes in earlier design stages are not included in this graph, but will assist us in meeting this target

Images 3 and 4 – Commitment – 140km of speed limits lowered by 10mph on the TLRN by March 2024:

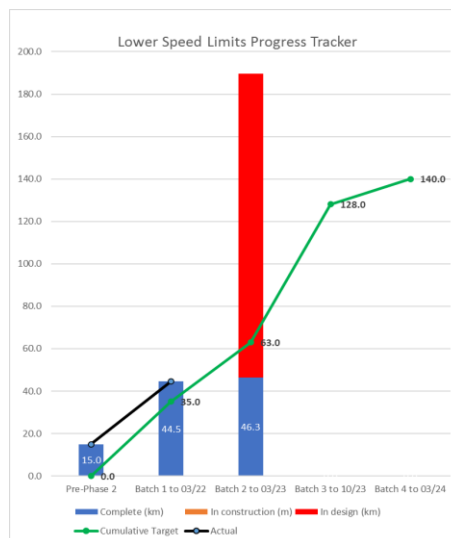
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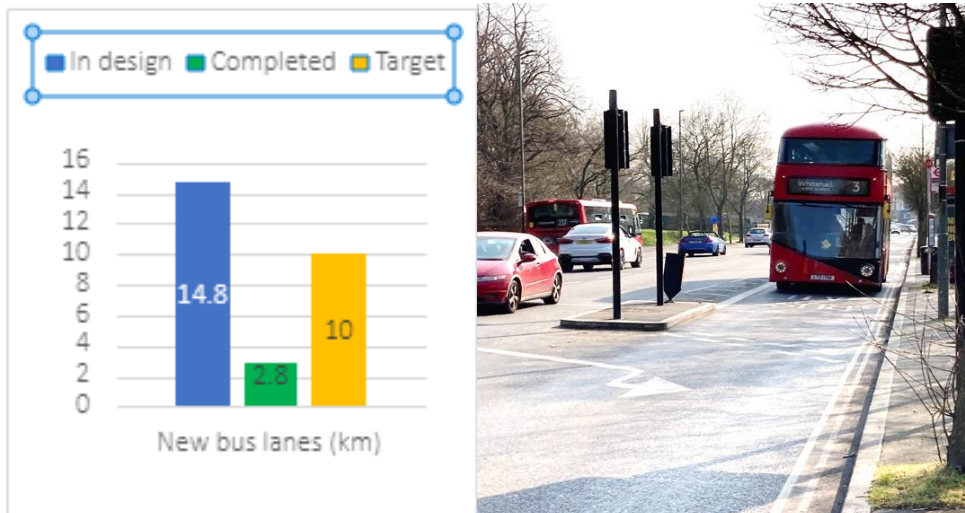
Host of @TfL controlled roads in Westminster going #20mph. Great to see TfL supporting the speed limit change with measures to increase compliance inc. 20mph signage, speed cameras (set for 20mph) and planned raised pedestrian crossings in places.



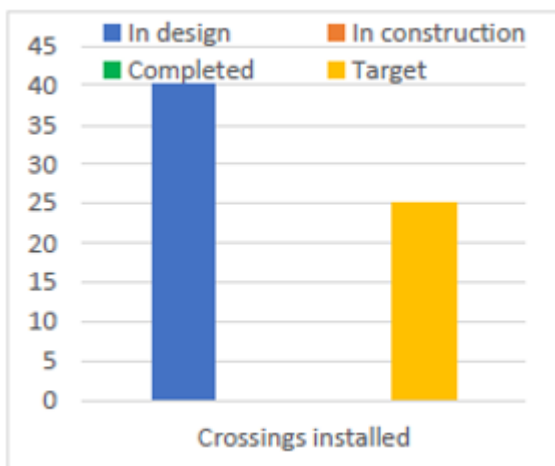
7:23 am · 4 Apr 2022 · Sprout Social



Images 5 and 6 – Commitment - 25km of new bus lane by March 2025 (with 10km by March 2024), and new bus gate at Crystal Palace Parade/ College Road



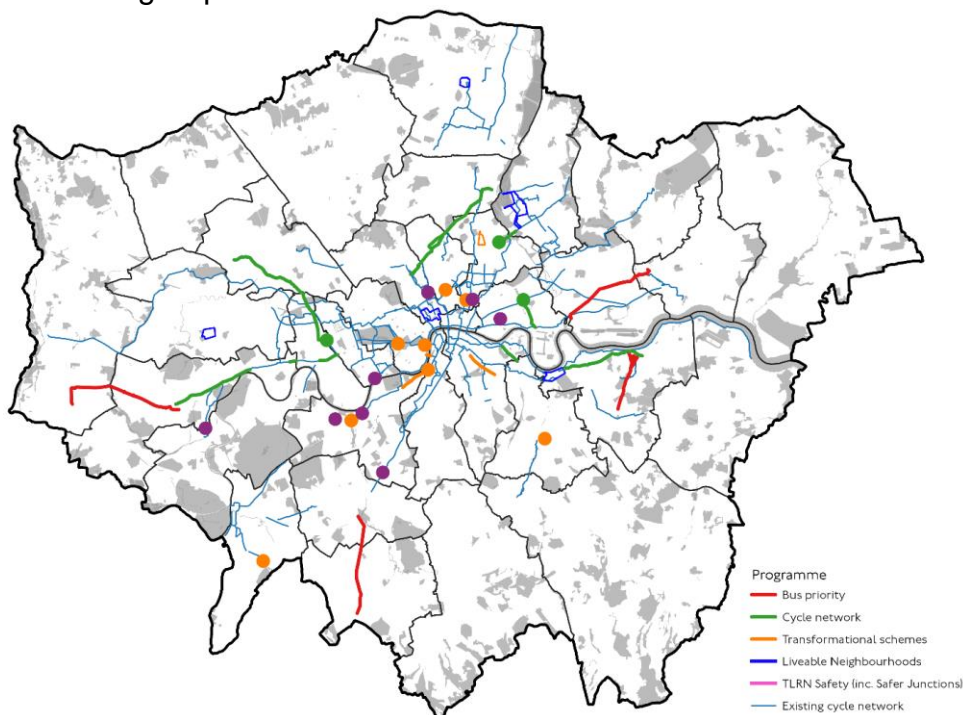
Images 7 and 8 – Commitment – 25 new pedestrian crossings by March 2024, and Battersea Bridge/Cheyne Walk Consultation started in November 2022 (three new crossings)



6 Planned Healthy Streets investment as part of this submission

6.1 If the authorities sought in this paper are granted, we will continue progress against the strategic targets set out in section 4 above. A more detailed breakdown of planned scope and deliverables is included in Appendix 1 (noting that the milestone information for 2024/25 is less accurate at this stage than for 2023/24 – and is therefore presented at a higher level).

Image 9 - Map showing some of the key TLRN projects we will be developing within the scope of this funding request



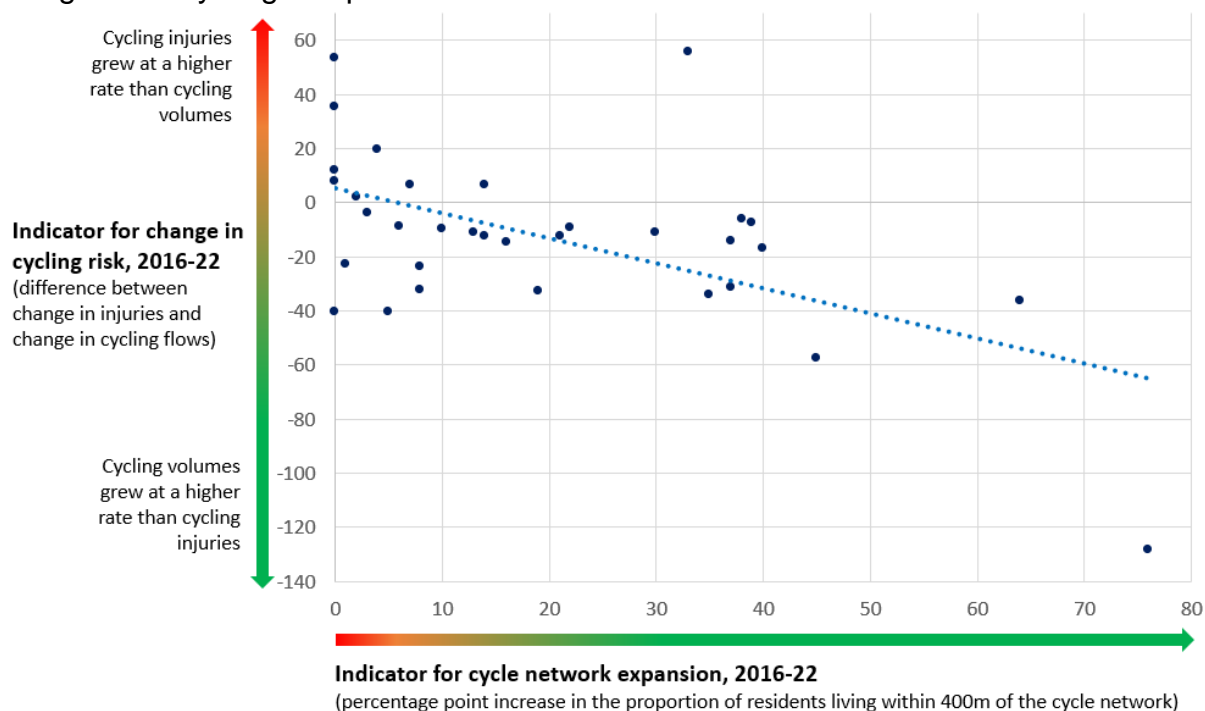
7 Key challenges, opportunities and lessons learnt

7.1 Recent benefits realisation work has demonstrated the ongoing value of the programme to the strategic outcomes set out in section 4 above. Examples include:

- twenty-six months of data from the Lowering Speed Limits programme shows that post-implementation collision reductions have exceeded expectations, including a reduction in people killed or seriously injured (KSIs) of 24.9 per cent against a Greater London Authority-wide reduction in KSIs of around 16.5 per cent;
- up to December 2021, Safer Junction projects delivered a 26 per cent reduction in collisions at key locations (including a 42 per cent reduction in cycling collisions and 19 per cent reduction in pedestrian collisions);
- two hundred and seventy-five signal timing reviews across the bus priority programmes since April 2022 have led to savings of 6,973 cumulative passenger hours;
- independent academic research has shown that there was a median 32.7 per cent reduction in motor traffic within 46 London Low Traffic Neighbourhoods following implementation with only a 1.3 per cent increase in traffic flow at the boundaries;

- (e) working with boroughs we have delivered 372 School Streets, reducing traffic on the school run: 18 per cent of parents told us they drive to school less as a result; and
- (f) comparing the indicative change in cycling risk between 2016 and 2022 to the expansion of the cycleway network, it is clear that where boroughs and TfL have invested in expanding the cycleway network, the risk of injuries for people cycling tends to reduce. Conversely, the risk increased most in boroughs with no or limited investment in the cycleway network.

Image 10 – Cycling risk profile



- 7.2 The key challenges set out in the paper to the Committee in October 2022 remain to some extent – albeit greater clarity on future funding in TfL’s Business Plan has enabled both TfL and the boroughs to plan-ahead more effectively and rebuild momentum across the Programme.
- 7.3 With longer-term funding, we have reinstated a work bank management approach to ensure we are able to spend our full budget for 2023/24. Within this Programme, external factors such as unresolvable stakeholder objections, supply-chain constraints or delays in granting work permits due to operational considerations can impede delivery of Healthy Streets outcomes – the work bank approach helps mitigate this and ensure that a range of outcomes, commensurate with the annual budget, are still achieved.
- 7.4 The supply chain is experiencing two key issues relating to project construction phases: long lead-in times for materials and inflationary pressures. For materials, early orders are being placed where possible, for items such as kerbs and lighting columns. On inflation, the schedule of rates is adjusted yearly in each framework in accordance with the contractual requirements. Each series within the contract has a different uplift using industry standard metrics and based on November 2022 data, the average of all the rates in the main framework for 2023/24 would be some

12.8 per cent. However, the cost of some materials is up to 27 per cent higher than last year leading to continuing cost pressures across the supply chain. The rates for 2023/24 will be confirmed imminently but are likely to be around 13 per cent.

- 7.5 Construction of the transformational changes at Old Street roundabout continues, with funding allocated in the Healthy Streets budget for 2023/24 to progress towards completion. A comprehensive paper covering the background and challenges at Old Street was submitted to the Committee in December 2022. The related paper on Part 2 of the agenda details the additional Programme and Project Authority required for Old Street.

8 Equality Implications

- 8.1 Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities must have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 In delivering schemes, TfL will comply with the Public Sector Equality Duty and Equality Impact Assessments will be undertaken and taken meaningfully into account for Healthy Streets-delivered schemes as appropriate. In addition, TfL will comply with Section 17 of the Crime and Disorder Act 1998 and will consider how to reduce the risk of crime, including acts of terrorism, in their plans, projects and activities – for example, by exploring how to make the Canning Town interchange a safer and more welcoming environment for women and girls.
- 8.3 Where funding is allocated to boroughs for delivery, published guidance sets out requirements for projects, including highlighting boroughs' own duty to comply with the Equality Act 2010 and Section 17 of the Crime and Disorder Act 1998. These statutory responsibilities rest with the boroughs on their projects, but TfL continues to work with boroughs to share updated best practice and guidance where applicable.

9 Financial Implications

- 9.1 The latest Active Travel forecast meets the conditions of the 30 August 2022 funding agreement with government and aligns to the medium-term TfL Business plan.
- 9.2 Table 2 below provides an update for the Committee against the funding settlement period to March 2024, as well as a breakdown of forecast spend for financial year 2024/25.

Table 2 – Programme breakdown from April 2022 to March 2025

<u>£m</u>	<u>Forecast</u>				<u>Funding Settlement</u>
	A	B	C		A + B
	2022-23	2023-24	2024-25	Total	April 2022 to end of March 2024
Cycling infrastructure	13.1	38.2	60.8	112.1	51.3
Vision Zero projects	7.1	20.0	20.5	47.6	27.1
Walking/multi-modal projects	10.6	27.0	10.7	48.3	37.6
Transformational schemes incl. Old Street	38.4	43.4	16.9	98.6	81.8
E- Bikes	2.0	0.0	0.0	2.0	2.0
E- Scooters	1.0	1.0	0.0	2.0	2.0
CCT	1.4	2.2	0.0	3.6	3.6
Direct Vision Standard	0.5	7.1	0.0	7.6	7.6
Other Active Travel	0.1	0.6	1.5	2.2	0.7
Workbank Management	(3.0)	(28.2)	(30.5)	(61.7)	(31.2)
Gross Active Travel expenditure	71.1	111.2	79.9	262.3	182.4
Third Party Contributions	(4.7)	(17.7)	(12.5)	(34.8)	(22.3)
Active Travel expenditure	66.4	93.6	67.5	227.5	160.0
Borough funding incl. Bus Priority	65.0	73.0	75.4	213.4	138.0
Bus Priority TfL led	3.5	6.9	7.1	17.5	10.4
Green Fund	2.8	1.2	0.0	4.0	4.0
Memorial	0.7	0.0	0.0	0.7	0.7
Other	1.1	2.9	2.4	6.4	4.0
Efficiencies	0.0	(2.9)	(2.4)	(5.3)	(2.9)
	139.5	174.7	150.0	464.2	314.2
Cycle Routes GLA Grant	0.0	3.0	0.0	3.0	3.0
Cycle Parking GLA Grant	0.0	1.6	0.0	1.6	1.6
Total Net expenditure	139.5	179.3	150.0	468.8	318.8

*2024/25 includes Healthy Streets only. Other Active Travel will be submitted under separate papers post March 2024

9.3 As shown in Table 3 below, £439.5m is delivered under the Healthy Streets Programme and a further £29.3m is included under 'Other Active travel' (£468.8m in total).

Table 3 - breakdown by portfolio (Healthy Streets and Other Active Travel)

<u>£m</u>	<u>Forecast</u>				<u>Funding Settlement</u>
	A	B	C		A + B
	2022-23	2023-24	2024-25	Total	April 2022 to end of March 2024
Healthy Streets	127.8	161.7	150.0	439.5	289.5
Other Active Travel	11.7	17.6	0.0	29.3	29.3
Net Expenditure	139.5	179.3	150.0	468.8	318.8

- 9.4 This paper seeks authority for Healthy Streets only, as beyond the government funding period. Other Active travel is captured in papers to the Committee relevant to those programmes (for example, within the Technology and Data Programme).
- 9.5 Table 4 below provides a breakdown of expenditure for Healthy Streets. Gross expenditure (i.e. including third party contribution projects). This paper seeks the authority to continue to deliver projects with third party contributions.

Table 4 - breakdown of expenditure

	Forecast				Funding Settlement
	A	B	C		A + B
£m	2022-23	2023-24	2024-25	Total	April 2022 to end of March 2024
Gross expenditure	132.5	179.3	162.5	474.3	311.8
Third party income	(4.7)	(17.7)	(12.5)	(34.8)	(22.3)
Healthy Streets net expenditure	127.8	161.7	150.0	439.5	289.5

- 9.6 This paper seeks additional unbudgeted Financial Authority of £4.9m and Programme and Project Authority of £206m to deliver the Healthy Streets Programme (Table 5 below). The additional Financial Authority of £4.9m relates to a new contribution to Healthy Streets from the Mayor's draft budget for the increased delivery of cycle hangers (£1.6m), cycle routes (£3m), and other Healthy Streets delivery (£0.2m). Commitments for this funding will be entered into on publication of the Mayor's final budget.
- 9.7 The £206m additional Programme and Project Authority requested reflects the latest delivery plans including third party funded projects, Old Street roundabout, additional GLA funding and forecast spend in 2024/25 in line with the TfL Business Plan.

Table 5 – Gross authority requested for the Healthy Streets portfolio

Description	20/21	21/22	22/23	23/24	24/25	Total
£m						
Current Authority	155.0	108.6	125.8	181.3	162.3	733.0
This request			6.7	(2.0)	0.2	4.9
Financial Authority	155.0	108.6	132.5	179.3	162.5	737.8
Current Authority	155.0	108.6	124.8	143.4	0.0	531.8
This request			7.7	35.9	162.5	206.0
Programme and Project Authority	155.0	108.6	132.5	179.3	162.5	737.8
Increase/decrease since last meeting of the Committee	0.0	0.0	7.7	35.9	162.5	206.0

- 9.8 Procurement Authority for contracts to deliver the Programme will be sought at officer level in line with Standing Orders.

10 Assurance

- 10.1 A full assurance review is planned for late 2023, and the outcomes of this will be reported back to the Committee. A briefing was given by the Healthy Streets Programme leadership team to IIPAG and the TfL Project Assurance team on this paper. This included a discussion on recent delivery performance, impact of inflation, risks to the projects and the need to fully consider project deliverability when deciding work bank prioritisation.
- 10.2 The Project Assurance team will additionally undertake targeted assurance reviews of the key projects within the subprogramme over the next 12 months, including closely monitoring the Old Street cost pressure.

List of appendices to this report:

Appendix 1: Progress and Planned Milestones

Exempt supplementary information is included in a paper on Part 2 of the agenda.

List of background papers:

Active Travel and Bus Priority Programmes, 4 October 2022, Chair's Action Paper.

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Appendix 1 – Progress and Planned Milestones (2023/24 and 2024/25)

Table 1: summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<p>Safer Streets:</p> <ul style="list-style-type: none"> Complete design and introduce a new 20mph speed limit on 140km of Transport for London Road Network (TLRN) by March 2024 Start detailed design for three-six schemes, to improve vulnerable road user safety Start construction of the Holloway Road/Drayton Park Safer Junction Commence construction of Safer Junction at York Road roundabout Construct improvements at five locations to improve the safety of vulnerable road users Complete consultation for further improvements to Battersea Bridge/Cheyne Walk Safer Junction Complete engagement for safety improvements at King's Cross gyratory and start construction in 2024 on one section Complete detailed design at Lambeth Bridge and concept design of Angel Safer Junction 	<p>March 2024</p> <p>March 2023</p> <p>December 2023</p> <p>March 2023</p> <p>March 2024</p> <p>March 2023</p> <p>April 2024</p> <p>March 2024</p>	<p>40.4km of 20mph speed limit introduced as well as 6km of TLRN with other lower speed limits. Next 28km of 20mph is in late stages of detailed design.</p> <p>Detailed design started for A4 Bath Road by Compass Centre, A205 / Lancaster Avenue and Battersea Bridge / Cheyne Walk Phase 2</p> <p>Construction slipped to March due to longer than forecast timeframes for utilities relocation</p> <p>On track to commence construction February 2023</p> <p>On track</p> <p>Public consultation closed 24 January 2023</p> <p>On track.</p> <p>On track. We expect to bring a separate paper forward on Lambeth Bridge to seek full P&PA to support the issue of the works construction order, once the final EFC is confirmed later in 2023.</p>

Table 1: summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<ul style="list-style-type: none"> Start construction of pedestrian and cycling improvements at Streatham High Road and Manor Circus 	March 2024	On track
<p>Safer Cycling:</p> <ul style="list-style-type: none"> Complete construction of 0.4km of cycleways currently on site Continue design and commence construction of up to 14km of cycleways, including sections of C9 East, C23, C34, C37 and C50 Continue design of 16km of cycleways, including sections of C9 West, C4 Extension, C50 and CFR23 Implement signage on 15 remaining wayfinding-led Cycleway routes, these include C48 between Herne Hill and Brixton and C16 between Wanstead Flats and Victoria Park. Provide a further £9.8m in 2022/23 and £11m in 2023/24 to the boroughs as part of the Cycle Network Development programme to support them to continue and initiate design and build schemes. Design includes, but not limited to; Westminster Bridge Road, C51 Marylebone to Kilburn and Strawberry Vale to Twickenham Construction includes, but not limited to; C1 missing link in Enfield, Kew Road to Lion Gate and upgrades to C1 in Hackney. 	<p>October 2022</p> <p>March 2024</p> <p>March 2024</p> <p>March 2023</p> <p>March 2023 and March 2024</p>	<p>Complete, Cycleway 9 Waterman's Park has been opened</p> <p>In progress, on track to meet target. Design has continued on all of these schemes and construction is starting on four of them before the end of March 2023.</p> <p>In progress, on track to meet target. Design has continued on all of these schemes.</p> <p>In progress, on track to meet target, four have currently been delivered.</p> <p>In progress, on track to meet target. 2022/23 funding has been allocated to the Boroughs and the 2023/24 allocations will be made shortly.</p>

Table 1: summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<p>Bus speeds:</p> <ul style="list-style-type: none"> • Construction complete on 10km of new bus lanes across London • Completion of 150 Bus Kit Moves, relocating Bus Priority signal infrastructure to sites where it can be used more effectively • 700 traffic signal timing reviews to enable faster bus progression at junctions • Provide £12.8m to the London boroughs as part of the LIP Bus Priority Programme to deliver bus journey time improvements and 5km of new bus lane, contributing to the 25km of new bus lane by March 2025 target. 	<p>March 2024</p> <p>March 2024</p> <p>March 2024</p> <p>March 2024</p>	<ul style="list-style-type: none"> • 2.84km of new bus lane has been delivered thus far. Delivery of 10km by March 2024 is on track, with the recent internal assessment identifying significant bus lane potential across both the borough and TfL road networks • 28 kit moves and 385 timing reviews completed, saving c.7000 bus passenger hours. • Approximately £3.4m of borough funding has been provided to boroughs to deliver bus priority schemes in 22/23, as well as providing design resource. Submissions for the 2023/24 funding are currently being discussed with boroughs, with schemes delivering new bus lane to be prioritised for funding in support of the 5km target.
<p>Future of temporary London Streetspace Programme (LSP) schemes:</p> <ul style="list-style-type: none"> • Five TfL schemes remain in place under Temporary Traffic Orders. We will conclude decision making and either implement changes and progress them under an experimental or permanent traffic order or remove the schemes. This includes decision making on the Park Lane scheme. • Six schemes are on street under an Experimental Traffic Order; monitoring and engagement activity will continue. We will consider the future of these schemes, in terms of retaining them permanently or removing them, at the appropriate point in the experimental period. 	<p>Continues to Sept 2023</p> <p>Continues to March 2024</p>	<ul style="list-style-type: none"> • Four TfL schemes remain in place under Temporary Traffic Orders, with C4 Extension – Greenwich to Charlton, having transitioned to an Experimental Traffic Order in January 2023 • Decisions are due imminently for Park Lane, CS7 Clapham to Oval, CS7 Colliers Wood to Balham, and Hampstead Road • Monitoring continues for the seven current ETO schemes, with decision making on permanence to be taken in the coming months

Table 1: summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<p>Continue supporting London’s long-term growth and progress design work at:</p> <ul style="list-style-type: none"> • Nine Elms sustainable transport corridor (third party funded) Complete detailed design for Nine Elms East • Tolworth roundabout – construction start • Vauxhall gyratory, Catford Town Centre and Wandsworth Town Centre major schemes – progress to next stage gate • Parliament Square Streetscape Project (TfL to contribute to the concept design stage, led by Westminster City Council). 	<p>March 2023</p> <p>March 2023</p> <p>March 2024</p> <p>Ongoing</p>	<ul style="list-style-type: none"> • Construction on track to start at Tolworth in March 2023 • Work continues to progress the schemes at Catford, Wandsworth and Vauxhall, with business cases being submitted to secure Major Road Network funding from the DfT during this delivery period.
<p>Borough funding:</p> <ul style="list-style-type: none"> • Continue to provide LIP funding for boroughs to convert temporary LSP schemes to permanent (subject to consultation where appropriate, and borough decision making), securing the benefits for active travel and health. Complete the rollout of new Low Traffic Neighbourhoods (LTN) and School Streets schemes funded via the Active Travel Fund. • Formula-led LIP funding for boroughs, to enable them to continue scheme design and delivery across circa 500 Healthy Streets schemes on borough roads. • Support Camden to continue the design of both interim works at Holborn gyratory, and the development of a Feasibility report (Gate 2) for the wider Holborn Liveable Neighbourhood project. • Restart Liveable Neighbourhood schemes in Ealing, Enfield, Greenwich and Waltham Forest. All are at differing stages of development; however the expectation is to make significant progress towards completion: 	<p>All new LTNs and School Streets schemes funded by ATF to be complete by December 2022</p> <p>Approve schemes and release funding by Dec 2022</p> <p>Holborn Feasibility report: May</p>	<p>All borough LIP funding has been released with the exception of LB Tower Hamlets, whilst we work to build understanding of their active travel proposals. A carry forward of up to £10m has been agreed with the DfT for any unspent funds, with a current forecast of £4m to be carried forward.</p> <p>LB Camden is in the process of appointing design consultants to take forward the next stage of this ambitious scheme.</p> <p>Liveable Neighbourhoods have been remobilised, and a sponsor resource recruited to oversee the forrad programme.</p>

Table 1: summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<ul style="list-style-type: none"> ○ Coppermill Village (Walthamstow) – complete scheme and commence benefit monitoring ○ Holborn Gyrotory (Camden) and Enfield Town Centre (Enfield) – complete Detailed Design ○ West Ealing (Ealing) – complete consultation and Concept Design ○ Greenwich Town Centre (Greenwich) – complete consultation ● Complete the delivery of Crossrail Complementary Measures (CCM) at West Drayton, Ealing Broadway, West Ealing, Southall and Acton Mainline. ● Funding for greater levels of cycle safety training. ● Restarting the cycle parking programme on borough roads. 	<p>2023. Construction of the interim project will complete in summer 2023.</p>	<p>CCM on track to complete by March 2023</p> <p>The borough cycle parking programme has been restarted, with £1m of funding provided to boroughs in 2022/23. Over 2500 cycle parking spaces are expected to be delivered this financial year.</p>
<p>High Speed 2:</p> <ul style="list-style-type: none"> ● Support the delivery of HS2 while managing the impacts and risk posed by HS2 (as a third-party programme) to ensure our interests are protected. 	<p>Ongoing support</p>	
<p>GLA Green Infrastructure Fund</p> <ul style="list-style-type: none"> ● This programme forms part of a wider Green, Healthy and Resilient Infrastructure programme led by the Greater London Authority, which will support the delivery of the Green New Deal Mission to <i>“tackle the climate and ecological emergencies and improve air quality by doubling the size of London’s green economy by 2030 to accelerate job creation for all”</i>. ● On 15 July 2022 £3m was awarded to 11 boroughs covering 18 projects. It is anticipated that the majority of funds will be allocated by end of March 2023. 	<p>The majority of TLRN delivery is planned for the first half of 2023/24.</p>	<p>Delivery is underway on both TfL and Borough-led schemes.</p>

Table 1: summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<ul style="list-style-type: none"> The remaining £1m funding will be used to promote measures on the TLRN including water gardens at the Joe Strummer underpass on Edgware Road, and green infrastructure at Manor Circus in Richmond. 		

Table 2 below includes indicative scope for 2024/25 (subject to further prioritisation):

Project	Indicative milestone delivered in 2024/25
Cycling	
Cycleway 4: London Bridge to Greenwich	Design permanent upgrades on the Lower Road section which is currently being delivered in temporary materials.
Cycleway 4 Extension: Greenwich to Woolwich	Start construction of section 2 (Anchor and Hope Lane to Woolwich Ferry Roundabout). Complete consultation on section three (Woolwich Ferry Roundabout to Burrage Road). Work with the Borough to provide cycling connections through Greenwich Town Centre (linked to Liveable Neighbourhood improvements).
Cycleway 9 East: Kensington Olympia to Brentford	Continue construction of the Brentford section and start construction on the Olympia section. Deliver amendments required by the live Experimental Traffic Order consultations.
Cycleway 9 West: Brentford Town Centre to Hounslow	Complete detailed design work of this route following the second public consultation
Cycleway 23: Lea Bridge to Dalston	Continue construction of this route in phases, including completion of Lea Bridge Roundabout and start of Lea Bridge Road.
Cycleway 34: Wood Lane to Notting Hill Gate	Complete construction of section 2 (Wood Lane to Shepherds Bush) and design of section 3 (Holland Park Roundabout).
Cycleway 37: Mile End to Westferry Lane	Continue construction and design of this route in phases along Burdett Road.
Cycleway 50: Camden to Tottenham Hale	Continue design of the fourth and fifth phases of this route (between Finsbury Park and Tottenham Hale respectively)
CFR23*: Wembley to Fulham	Continue design of the route in phases
Cycle Parking	Continue delivery of new cycle parking spaces including hangers
Vision Zero	
Lambeth Bridge safety scheme – including Safer Junction	Start construction in spring 2024. Advance works for iconic palm tree removal planned winter 23/24
Lower Speeds	Introduce further mitigations on lower speed roads following initial monitoring
King’s Cross Gyratory	Progress Phase 1 Safety improvements to construction; continue design and engagement on future phases
Safer Junctions	Engage and progress design on ten further projects by the end of 2024, including Knightsbridge, Tooting Town Centre and Shoreditch Triangle. Complete concept design of Angel Safer Junction.

Project	Indicative milestone delivered in 2024/25
	Complete construction of Battersea Bridge Phase 2 Safer Junction. Develop designs for Hyde Park Corner.
Bus Priority	
Complete 15km of new bus lanes, working towards March 2025 target of 25km total	Complete programme by March 2025
Sutton to Morden Corridor	Complete consultation and design of this ambitious bus priority corridor scheme by March 2025
Heathrow to Hounslow, Canning Town to Barking and Woolwich to Well Hall bus priority corridors	Commence concept design of these schemes which have the potential to deliver significant improvements for end to end bus journey times on these strategically important corridors, which will also include measures to expand the safe cycle network in these areas
Operational Hours	In support of a key Bus Action Plan commitment, continue to work with London Boroughs to increase the operational hours of existing bus lanes, including over 3.5km of bus lane in Newham
Signal timing reviews	Annualised - continue traffic signal timing reviews, delivering significant improvements at junctions for relatively low investment
Pinch point removal	Annualised - continue targeted schemes across the network that remove bus pinch points at key congestion locations
Multi-modal/pedestrian-focused	
Vauxhall Cross	Complete detailed design subject to confirmation of third party funding contributions
Nine Elms Healthy Streets corridor	Continue construction and design on different sections to align with the developers' construction phasing. This scheme is fully third party funded.
Pedestrian and road safety improvements outside a local school in East Sheen	Construction start
Pedestrian improvements along Camden High Street	Construction start
Commercial Road pedestrian and safety improvements near Watney Market, including north-south cycle route connection	Complete design and consultation
Continue green person priority programme, with progression of new sites	Target number of sites to be confirmed
London Road roundabout – new signalised pedestrian crossings on all arms of the roundabout	Complete construction

Project	Indicative milestone delivered in 2024/25
Wandsworth Town Centre	Progress project through detailed design stage and into construction, subject to securing funding from the DfT's Major Road Network (MRN) fund
Catford Town Centre	Progress project through detailed design stage and into construction, subject to securing funding from the DfT's Major Road Network (MRN) fund
A2 Old Kent Road	Progress feasibility and concept design work in order to undertake public consultation
Stoke Newington	Progress development of options for a lower cost scheme, rather than a full gyratory removal
Borough funding – through the Business Plan, we have committed a minimum of £75m for boroughs to invest in their roads	
Holborn gyratory Liveable Neighbourhood	Complete public consultation by March 2025
Enfield Town Centre Liveable Neighbourhood	Support LB Enfield to progress scheme to construction
Borough Safe Cycling	Investment for boroughs to take forward safe cycle route connections on local roads, contributing to strategic network targets
Borough Bus Priority	Borough led bus lane schemes that contribute to the 25km total by March 2025
LIP Safer Corridor and Neighbourhoods funding	To enable boroughs to continue projects set out in their 2-year LIP proposals, approved in February 2022
Healthy Streets Activation	
Cycle training	Further funding for London Boroughs to continue cycle training
Behaviour Change	Further marketing communications to bring about behaviour change, focused on road safety and active travel mode shift