

Date: 6 December 2023

Item: Safe and Healthy Streets Programme

This paper will be considered in public

1 Summary

	Existing Financial Authority	Estimated Final Cost	Existing Programme and Project Authority	Additional Authority Requested (to end 2025/26)	Total Authority	Programme and Project Authority to be requested in future years
Gross	£ 762.2	£ 703.9	£ 545.8	£ 42.2	£ 587.9	£ 115.9
Income	-£ 40.1	-£ 51.1	-£ 40.1	-£ 11.0	-£ 51.1	£ 0.0
Net	£ 722.1	£ 652.8	£ 505.7			

Financial Authority and Programme and Project Authority covers financial years 2022/23 to 2025/26 and aligns the Bus Safety Programme to the rest of the Safe and Healthy Streets Portfolio.

The Estimated Final Cost (EFC) covers financial years 2022/23 to 2025/26 only.

Approval is sought for additional Programme and Project Authority for £42.2m of project spend and £11m of additional income which covers commitments entered into this year and early next year.

A detailed breakdown of additional Programme and Project Authority requested is shown in Table 6 of this paper.

- 1.1 This paper requests additional Programme and Project Authority for continuation of the Safe and Healthy Streets Programme (the Programme) and updates the Committee on the Programme's progress to date since March 2023 and sets out indicative milestones planned for 2024/25 subject to our Business Plan funding confirmation.
- 1.2 This paper provides an update about the Catford Town Centre project. The Committee are asked to note that we will be entering into a funding agreement with the London Borough of Lewisham (LB Lewisham) to receive £10m of Housing Infrastructure Fund (HIF) funding, in addition to £3m previously approved directly from LB Lewisham towards delivery of the Catford Town Centre project. Approval is sought to receive this funding. Approval is also sought to receive £1m from Westminster City Council for traffic modelling and engineering support associated with projects in the City of Westminster. Unbudgeted Financial Authority of £11m is therefore requested to receive this third party income.

- 1.3 The paper on Part 2 of the agenda contains supplementary information, 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.
- 1.4 The paper on Part 2 of the agenda contains supplementary information, 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 subject to approval of the revised TfL Business Plan to be considered by the TfL Board on 13 December 2023:**
- (a) approve additional Programme and Project Authority of £42.2m to support delivery of the Safe and Healthy Streets Programme over financial years 2022/23 to 2025/26, bringing the total Safe and Healthy Streets Programme and Project Authority to £587.9m; and**
 - (b) approve unbudgeted Financial Authority for Transport for London (TfL) to receive £10m of funding from the Department for Levelling Up, Housing and Communities' Housing Infrastructure Fund Marginal Viability fund towards the delivery of the Catford Town Centre Highway Realignment project, and £1m from Westminster City Council giving a total of £11m unbudgeted Financial Authority.**

3 Background

- 3.1 Since the last update to the Committee, in March 2023, the Programme has made strong progress against strategic targets for the year – exceeding the target for cycling infrastructure kilometres, and on track for the Vision Zero target relating to Lower Speed Limits. Some challenges have hampered progress on the Bus Priority programme, largely relating to securing stakeholder support for reallocating road space from private vehicles to buses. Across TfL and the London boroughs, some post-pandemic mobilisation challenges persist – for example, in securing skilled project staff and coordinating the work associated with this programme with a backlog of utility company road space requests for maintenance. Nonetheless, we remain world-leading in our approach to creating healthy streets for London – and have successfully made permanent the majority of beneficial trial schemes which were delivered at pace during the pandemic.
- 3.2 The background to the Programme and a summary of the key outcomes are set out in the March 2023 submission to the Committee. As part of the simplification of the Investment Programme governance agreed by the Committee in May 2023, the Programme now includes projects associated with the Bus Customer Action Plan (BCAP). This means that the BCAP now reports to the Safe and Healthy Streets

Programme officer-level meeting alongside existing healthy streets and active travel projects.

3.3 We have recently completed analysis of the common outcomes proposed across projects within the Programme and aligned these to our strategic roadmap outcomes. Table 3 shows that the Programme continues to have a strong focus on improvements to public transport services, active travel and safety for our customers, in addition to delivering strong 'green' outcomes.

Strategic Road Map Outcomes		Healthy streets Portfolio Outcomes
 Customer	Public Transport Service Reach 4.3bn annual journeys (through reliability and capacity)	<ul style="list-style-type: none"> Quality Public Transport
	Wider customer experience At least 66 per cent of Londoners actively agree we care (beyond reliability)	<ul style="list-style-type: none"> Accessible Public Transport
	Active travel 80 per cent mode share by 2041 (active travel contribution)	<ul style="list-style-type: none"> Mode Share: More and safe walking and cycling
	Accessibility Halve additional time compared to 2016	<ul style="list-style-type: none"> Footway accessibility and reduced pedestrian severance
	Growth and connectivity 36 per cent of London population living in high Public Transport Accessibility Level (PTAL) areas	<ul style="list-style-type: none"> Enable and support good growth Connected public transport
 Safety & Security	Colleague Safety No colleagues Killed or Seriously Injured (KSI)	
	Road Safety 70 per cent reduction in road Killed or Seriously Injured (KSIs) from 2010-2014 baseline	<ul style="list-style-type: none"> Road danger reduction and reduced casualties
	Customer Safety 50 per cent reduction of customer KSIs from 2022/23	<ul style="list-style-type: none"> Road danger reduction and reduced casualties
	Risk of Crime Reduce the risk of being a victim by a third, from 2022/23	<ul style="list-style-type: none"> Reduced crime and risk of crime
 Green	TfL's Carbon Emissions Our operations are net zero carbon	
	London's transport CO₂ London's transport carbon emissions – net zero	<ul style="list-style-type: none"> Mode share: More and safe walking and cycling
	Climate Adaptation Sustainable drainage – Add 40,000 square metres of catchment area	<ul style="list-style-type: none"> Increase Surface Water Capture via Sustainable Drainage Systems


Strategic Road Map Outcomes		Healthy streets Portfolio Outcomes
		<ul style="list-style-type: none"> Provide urban cooling via increased canopy cover
	Green Infrastructure and biodiversity 260,000m ² wildflower verges by 2024	<ul style="list-style-type: none"> Increase green infrastructure
	Air Quality Reduce nitrogen dioxide concentrations to <19-26 µg	<ul style="list-style-type: none"> Efficient use of streets and road space
 Finance	Not an ultimate outcome – an enabler of rest of our plan	Reduced TfL Costs <ul style="list-style-type: none"> Expenditure Net Costs
		Increased Income <ul style="list-style-type: none"> Income Avoid Lost Income
		Regulatory Compliance <ul style="list-style-type: none"> Avoidance of fines, legal compliance

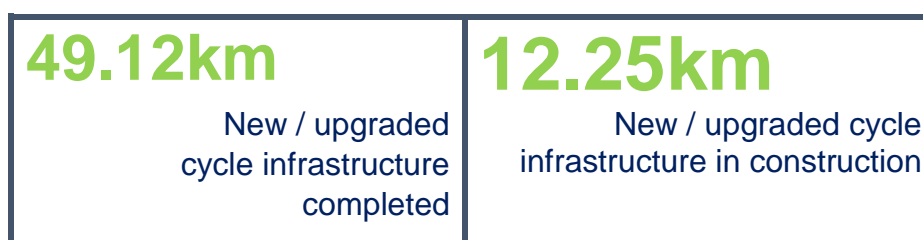
Table 3 – Safe and Healthy Streets Portfolio outcomes aligned with our strategic roadmap outcomes.

4 Summary of Healthy Streets Investment since March 2023 against plan

- 4.1 Delivery has taken place across the Programme in line with the commitments made in the March 2023 submission to the Committee, including significant progress on cycle network expansion, delivery of safety schemes, and new bus lane infrastructure.
- 4.2 A summary of highlights achieved against our original plan are included below, alongside our strategic targets for 2023/24. Further detail is provided in Appendix 1.

Safer Cycling

- 4.3 The cycling programme is ahead of target in delivering new kilometres of cycle route infrastructure. As of October 2023, 61km of cycle infrastructure was delivered or in construction against a target of 39km. Figure 1 below shows this progress.



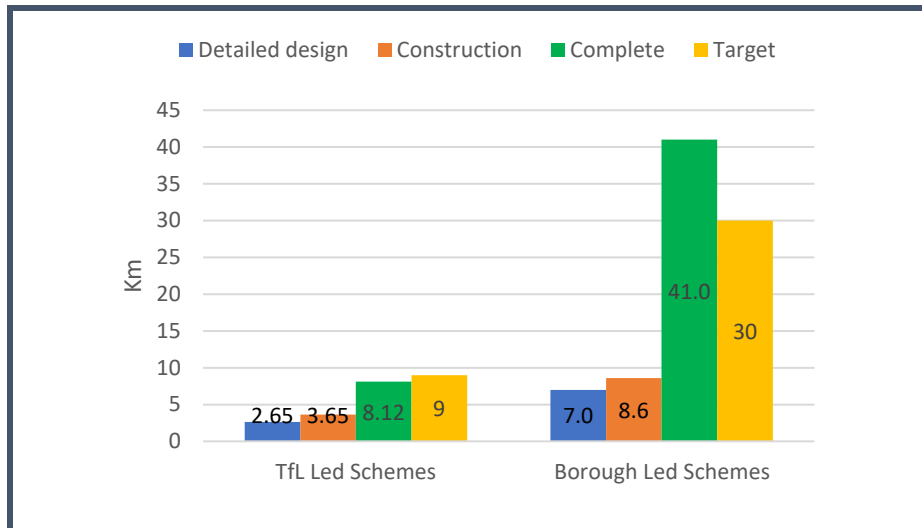


Figure 1 – A graph showing kilometres of cycleways in design, construction and complete against target

- 4.4 As of 2022, 22 per cent of Londoners lived within 400m of the strategic cycle network, up from 8.8 per cent in 2018 (updated analysis is due to report in December 2023). Our aim is to expand the network at pace so that 40 per cent of Londoners live within 400m of the strategic cycle network by 2030, rising to 70 per cent by 2041.
- 4.5 In addition to the main cycle routes, since April 2023, working with the London boroughs, we have launched 17 new Cycleways on lower traffic streets. Many of these capitalise on the investment made in Low-Traffic Neighbourhoods, and fill gaps to connect existing local cycle routes to enable more people to access high quality cycling facilities. The nature of this work is low-cost, involving clear on-street signage (both at height and on the carriageway) and some junction treatments. The benefit is in connecting communities to their local amenities, so that less confident or new cyclists can undertake shorter journeys with confidence. Figure 2 below shows an example of an extension to Cycleway 1 in Enfield.
- 4.6 In October 2023 the section of Cycleway 9 between Kew Bridge junction and Waterman’s Park opened (Figure 3 below), with another section starting construction between Waterman’s Park and Brentford Town Centre in the same month. Construction works on Cycleway 50 between Caledonian Road and Finsbury Park, the Lower Road section of Cycleway 4, and Cycleway 23 at Lea Bridge Roundabout are progressing well, with works planned to finish before April 2024.
- 4.7 We are currently consulting on sections of Cycle Future Route 23 between Wembley and Harlesden. We have further consultations planned on a section of the extension for Cycleway 4 from Charlton to Woolwich and Cycleway 34 (Holland Park roundabout section) in early 2024.



Figure 2 – Cycleway 1 Bull Lane



Figure 3 – Cycleway 9 Kew Bridge junction to Waterman's Park

Bus Priority

- 4.8 The Bus Priority programme is on target to deliver the planned 10km of new bus lanes in 2023/24. Figure 4 shows an example of investment in Wealdstone Town Centre. However, there is a significant emerging risk to this target following slippage of the 2.4km Cowley Road scheme in the London Borough of Hillingdon into 2024/25 and potential slippage of 1.5km of new bus lanes at Woodford Avenue due to stakeholder concerns. We are engaging with the local community to understand these concerns, and provide reassurance on mitigations. The remaining work bank is c.1km (that is, we are working on 11km to achieve a target of 10km). As of October 2023, 4.1km has been delivered. The signal timing review programme – which seeks to amend traffic signals to deliver more green time for buses and pedestrians – has exceeded its target, with 736 reviews completed against a target of 700. This programme has been dynamically refocused in-year to ensure new Superloop services receive additional bus priority.

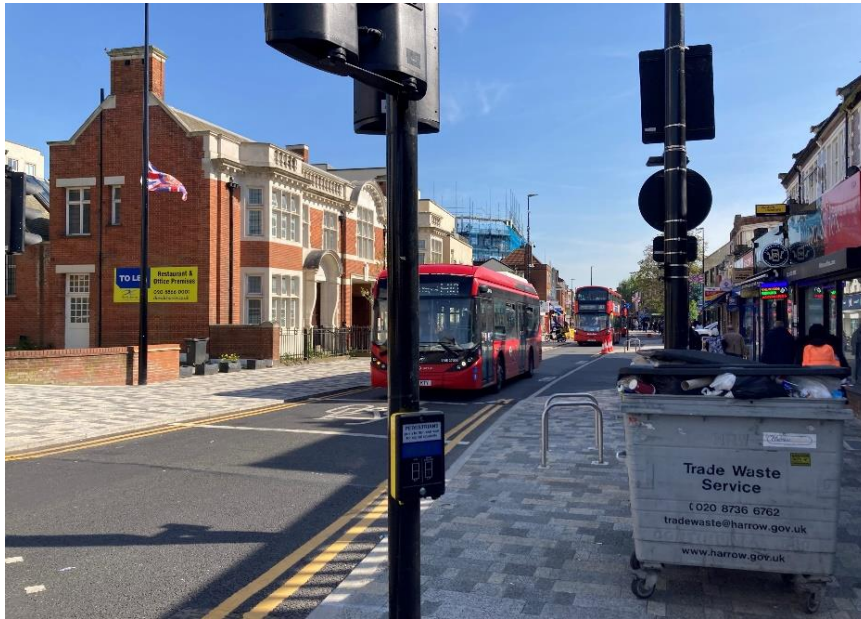


Figure 4 - Construction recently completed on major bus infrastructure in Wealdstone Town Centre (Harrow), including new footways, cycle parking and greening

Bus Customer Action Plan

- 4.9 We have published a Bus Action Plan, which outlines how we will broaden the appeal of London's buses. Within this plan, the chapter on Customer sets out detailed actions that make up the Bus Customer Action Plan. These are focused on delivering a step-change in customers' perceptions and experiences of bus travel. This can be achieved through offering better information, and meeting customer expectations of a modern and comfortable experience at bus stops and on buses. We are currently developing our plans for the next stage of this work and will be establishing targets and milestones in the coming months.

Borough Local Implementation Plans: Safer Corridors and Neighbourhoods

- 4.10 In 2022/23 boroughs planned for £59m of delivery following agreement with the Department for Transport (DfT) to carry forward £10m of the original £69m funding into 2023/24. This was to reflect the late notice of the available funding that was confirmed in the letter from the Secretary of State dated 30 August 2022 and the individual allocations that were agreed in October 2022. While in-year progress is not reported within this paper on a scheme-by-scheme basis due to the high volume of projects in the Programme, end of year results for 2022/23 have been collated. This shows that borough partners delivered significant outputs against their funding allocation (below) – with the entire £59m claimed at year end.







Safe & Healthy Streets Outputs	Summary of Borough Delivery 2022/23
<p>Outcome 1: London's streets will be healthy and more Londoners will travel actively</p> 	<ul style="list-style-type: none"> • Crossing facilities: 104 new controlled crossing points added; 197 new uncontrolled crossings • Footways: 3.6km of footway widened • New Cycle Parking: 2,866 publicly accessible; 4,016 residential; 906 school spaces
<p>Outcome 2: London's streets will be safe and secure</p> 	<ul style="list-style-type: none"> • Education: 12,223 adults and 48,323 children given cycle training (levels 1-3) • School Streets: 131 new school streets introduced in 23 boroughs • Lowering speed limits: Three additional boroughs now have 20mph borough-wide road networks bringing the total to 17 • Road safety: 320 safety schemes completed
<p>Outcome 3: London's streets will be used more efficiently and have less traffic on them</p> 	<ul style="list-style-type: none"> • Cycle infrastructure: 26km of new permanent cycle routes, 10km of upgraded routes and 13km of temporary segregated routes introduced • Low Traffic Neighbourhoods - 3 new LTNs introduced, and 34 experimental schemes made permanent
<p>Outcome 4: London's streets will be clean and green</p> 	<ul style="list-style-type: none"> • Electric vehicle charge points: 5046 new on street points • Sustainable urban drainage: 43,065 sqm introduced to reduce flooding and increase green infrastructure
<p>Outcome 6: The public transport network will be safe, affordable and accessible to all</p> 	<ul style="list-style-type: none"> • Accessible Bus Stops: 23 upgraded
<p>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</p> 	<ul style="list-style-type: none"> • Bus Lanes: 1.4km of new permanent bus lane delivered

Table 4 – Summary of Borough Delivery 2022/23 against Safe and Healthy Streets Outcomes

Multi-modal projects – Transformational

4.11 Construction work to remove the roundabout, create cycle facilities and a new public space, and modernise the sub-surface retail arcade and station entrances at Old Street has continued to progress, with the completion of construction expected to be early 2024. Highway works are substantially complete, with two key pedestrian crossings opening to connect the main station entrance and new public space to Old Street east. The remaining works focus on completion of the public

space (including the opening of the final pedestrian crossings), station structure and sub-surface retail arcade, including a new lift from street-level to the retail area. Figures 5 and 6 show progress at October 2023.



Figure 5 – Old Street public space and rain garden (October 2023)



Figure 6 – Old Street highway works substantially complete

- 4.12 Construction began at Tolworth in March 2023, with works progressing well so far and completion expected in March 2024. This scheme is funded predominantly by third party developer contributions and supports the growth in that location associated with 1300 new homes and a new head office building that will bring up to 750 jobs to this outer London location. The scheme includes improvements for people walking and cycling and ensures that bus performance is protected in the face of increased traffic associated with the growth as shown in Figures 7 and 8.



Figure 7 – Tolworth progress: Barnsbury Road raised table



Figure 8 – Kingston Road cycle lanes

- 4.13 The next schemes in the Programme planned to start construction are Lambeth Bridge and the eastern section of the Nine Elms Healthy Streets corridor. Detailed design is currently ongoing for Lambeth Bridge, with enabling works planned to start from autumn 2023 and main construction starting in 2024. The Committee approved Programme and Project Authority for Lambeth Bridge at its meeting in October 2023.

- 4.14 The project is forecast to start on site in 2025, with construction lasting around two years. Further information on the scheme is set out in Appendix 3 of this paper.

Safer Junctions

- 4.15 We completed construction on the York Road roundabout scheme in Wandsworth in April 2023, delivering safety improvements for motorcycle users and pedestrians. Construction on the Holloway Road / Drayton Park junction started in April 2023, delivering safety improvements for pedestrians, with new and improved crossings as shown in Figure 9. The first phase of the project at the junction of A1 / Hornsey Road / Hornsey Street was completed in September. Construction is now underway at the junction of A1 / Drayton Park / Palmer Place and is due to complete in spring 2024.
- 4.16 In June 2023, we published the consultation report on the proposed safety improvements in the area around Battersea Bridge. We received 983 responses to the consultation and we intend to proceed with the scheme as proposed, with some changes to bus lane hours following consultation feedback. Further design and survey work is continuing at pace to inform future phases of work, following the tragic cyclist fatality on Battersea Bridge in August 2023.
- 4.17 We are also continuing with design and outcome planning work on the remaining Safer Junctions projects and are committed to public engagement on potential changes at 10 further Safer Junctions project sites by the end of 2024.



Figure 9 - Construction underway on Holloway Road Safer Junction

Local Road Safety Projects

- 4.18 Design work is underway on over 40 schemes across London, at high priority locations where there is an identified road safety concern. Projects are identified through analysis of a variety of factors including Prevention of Future Death reports; Safety, Health and Environment team recommendations following a fatal collision; risks identified by stakeholders; and periodic collision data analysis. Prioritisation of the Programme is determined by the 'Excess Harm' rating for the area (which is an indication of relative risk compared to other locations on the

network); deliverability of the project; stakeholder interest following a fatal collision; and the index of deprivation in the local area.

Safer Speed Limits

- 4.19 In March 2023, we introduced a 20mph speed limit on 33km of our roads in the London Boroughs of Camden, Islington, Hackney, Tower Hamlets and Haringey, providing a consistent 20mph speed limit on almost all roads within the boroughs. Lamp column mounted banners have also been installed across these corridors to help raise driver awareness of the new speed limit and a radio and digital advertising campaign was launched to complement the changes.
- 4.20 In October 2023, a 20mph speed limit was introduced on the A205 corridor in the Royal Borough of Greenwich and across the Royal Borough of Kensington and Chelsea. We are on track to finalise Phase 2 of the Lowering Speed Limits programme in March 2024, completing the distances and town centre targets specified in our 2018 Vision Zero Action Plan.

5 Benefits of the investment

- 5.1 An update on the benefits in each programme against the intended outcomes was reported to the Committee in March 2023. Since the March 2023 Committee meeting, we have published the second Cycling Action Plan – with our latest cycling volume estimates showing an 18 per cent increase in cycling kilometres in 2022 compared to the 2019 pre-coronavirus pandemic baseline – with the largest increase in central London at 27 per cent, followed by 18 per cent in inner London and 16 per cent in outer London. Monitoring and evaluation of other Safe and Healthy Streets schemes continues in line with the report to the Committee in March 2023.
- 5.2 While the paper to the meeting of the Committee in March 2023 set out a strong case for future investment, further work is needed to establish the extent to which Safe and Healthy Streets contributes to longer term goals – Vision Zero, the 80 per cent mode share target, net zero for Carbon, and improved bus speeds – relative to other contributing initiatives, such as ULEZ and the congestion charge, behaviour change projects, freight management strategies, and bus service route and frequency changes. An action to further develop this link was discussed during the October 2023 Programme Assurance Review, with additional work planned with our Transport Strategy and Planning and Business Strategy teams to develop the strategic picture. Additionally, the sponsor team will develop a programme-level business case, to help bring together the strategic priorities, targets and other information presented in a number of disparate documents and briefings and demonstrate the alignment of the programme with these priorities and targets.
- 5.3 A snapshot of recent benefits data collected from the London Streetspace Plan is provided in Appendix 2.

6 Key challenges, opportunities and lessons learnt

- 6.1 The key challenges set out in the paper to the Committee in March 2023 remain to some extent – exacerbated by continuing uncertainty regarding future capital contributions from central Government. The lack of funding certainty beyond March 2024 hampers the ability of us and our delivery partners, including the London boroughs, to plan ahead with confidence and mobilise resources accordingly. However, some progress has been made to bring in consultant resources to both our sponsor and engineering teams, and the project management team is now fully resourced for the current workload.
- 6.2 Securing road space to deliver planned projects has proved more challenging post-pandemic. This is due to an increase of major capital activity by utilities and the works associated with fibre optic rollout across London. There has also been an increase in high impact traffic management used by utility companies for urgent maintenance works across London. This has presented an increasing works coordination challenge for us, driven by the need to protect bus operations as far as practicable. We are working with London Councils, the Greater London Authority (GLA) and boroughs to develop a new, data driven framework to coordinate the 400,000 roadworks applications works across London each year. After a promising pilot with six boroughs, we will be working with more boroughs as part of this Network Operating Strategy to help coordinate complex roadworks programmes and support capital delivery.
- 6.3 Further challenges are set out in the related paper on Part 2 of the agenda.

7 Financial Implications

- 7.1 This paper seeks additional Programme and Project Authority of £42.2m to deliver the Safe and Healthy Streets Programme (Table 5 below). Commitments for this funding will be entered into following drawdown approval from Investment Group. See also Table 6 for a detailed breakdown of the £42.2m calculation. The Programme and Project Authority sought includes receipt of £10m for the Catford town centre highway realignment scheme and £1m from Westminster City Council for design and traffic modelling activity; unbudgeted Financial Authority is also sought for this income.
- 7.2 This additional Programme and Project Authority requested reflects the latest delivery plans, including those where income is received from third party funded projects, and forecast spend in 2024/25 and commitments we are expecting to make in 2024/25 for the following year for ongoing projects in line with the our Business Plan.

Table 5 – Authority requested for the Safe and Healthy Streets portfolio

Description	22/23	23/24	24/25	25/26	Total
Current Authority	137.5	192.3	183.5	248.9	762.2
This request	0.0	0.0	0.0	0.0	0.0
Financial Authority	137.5	192.3	183.5	248.9	762.2
Current EFC	136.5	189.8	196.3	180.2	702.9
This request	0.0	0.0	0.0	0.0	0.0
EFC	136.5	189.8	196.3	180.2	702.9
Financial Authority	(10.0)	(17.7)	(12.5)	(0.0)	(40.1)
Forecast Income	(10.0)	(9.9)	(25.7)	(5.5)	(51.1)
Income	(10.0)	7.7	(13.2)	(5.5)	(11.0)
Current Authority	136.5	190.3	183.5	35.5	545.8
This request	0.0	0.0	12.8	29.4	42.2
Programme and Project Authority	136.5	190.3	196.3	64.9	588.0
Increase/decrease since last Committee Meeting in March 2023	0.0	0.0	12.8	29.4	42.2

Table 6 – Breakdown of the Programme and Project Authority requested for the Safe and Healthy Streets Programme

Authority associated with Projects:	£m	Comments
New Scope	6.7	Authority associated with Lea Bridge Crossing, Green Infrastructure/SUDs and work to upgrade some cycle infrastructure at bus stops
Transformational projects	15.4	Authority associated with Nine Elms, Catford and projects in the City of Westminster
Cycling	18.2	Authority associated with work to upgrade temporary materials used during the pandemic on some experimental schemes, the borough cycling programme and TfL led cycling schemes, including investment in data to support benefits realisation for cycling projects
Safety	4.4	Authority associated with Streatham Hill Road, A316 Manor Circus, and other safety schemes
Total new Authority	44.7	
Handback of existing Authority	(2.5)	Authority associated with reduction of work bank Management and hand back of authority no longer required in the timeframe
Total Authority request	42.2	

7.3 Procurement Authority for contracts to deliver the Programme will be sought at officer level in accordance with Standing Orders.

8 Assurance

8.1 IIPAG and TfL Project Assurance undertook a full assurance review in October 2023. There are no critical issues, and five general recommendations are made. The assurance reports and management response are included in the background papers. The review also highlights examples of good practice and the team's ability to deliver a large volume of schemes, sometimes exceeding delivery targets.

List of Appendices to this report:

Appendix 1: Progress and Planned Milestones

Appendix 2: Spotlight on Benefits from the London Streetspace Plan

Appendix 3: Catford Town Centre Highway Realignment scheme

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

List of background papers:

TfL Investment Group 11 January 2023: Catford Town Centre - business case submission to DfT

Independent Investment Programme Advisory Group (IIPAG) Report and Management Response

TfL Project Assurance Report and Management Response

Contact Officer: David Rowe (Interim Director, Investment Delivery Planning)
Email: DavidRowe@tfl.gov.uk

Contact Officer: Mike Hardaker (Director of Capital Delivery – Infrastructure)
Email: MikeHardaker@tfl.gov.uk

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 Cycling:</p> <ul style="list-style-type: none"> • Complete construction of the 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 lower traffic 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 £16m in 2023/24 to the boroughs as part of the borough Cycle Network Development programme to support them to continue and initiate design and build schemes. Design includes, but is not limited to, Westminster Bridge Road, C51 Marylebone to Kilburn and Strawberry Vale to Twickenham. Construction includes, but is not limited to; C1 missing link in Enfield, Kew Road to Lion Gate and upgrades to C1 in Hackney 	<p>October 2023</p> <p>March 2024</p> <p>March 2024</p> <p>March 2023</p> <p>March 2023 and March 2024</p>	<ul style="list-style-type: none"> • Achieved: Cycleway 9 Kew Bridge junction to Waterman’s park opened in October 2023 • Achieved: <ul style="list-style-type: none"> ➢ Construction completed on C9 east (Kew to Watermans Park). Construction started on C9 Brentford, C23 Lea Bridge, C50 Nags Head ➢ Construction start planned on section of C34 by end of March 2024, subject to coordination with A40 emergency asset works. Construction paused for C37 as borough have withheld consent ➢ Design works progressing on C9 East, C9 West, C4 Extension, C34, C50 and CFR23 • Achieved: We have exceeded this target and have implemented 17 new lower traffic cycle routes across London • On track: Construction is progressing well with over 50km complete or under construction. C51 is currently being consulted on, Strawberry Vale section 1 is substantially complete, The C1 missing link has been completed. Upgrades of C1 in Hackney will start imminently and C23 Dalston to Lea Bridge will open in spring 2024. The full year budget is forecast to be delivered, with boroughs preparing for 24/25 delivery
<p>Safer Streets:</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 detailed design for three to six schemes, to improve vulnerable road user safety 	March 2024	<ul style="list-style-type: none"> Achieved: Detailed design is now complete on four schemes: A4 Bath Road by Compass Centre, A10 Edmonton County School, A205 Thurlow Park Road/Lancaster Avenue and Grosvenor Place
<ul style="list-style-type: none"> Start construction of the Holloway Road/Drayton Park Safer Junction 	March 2023	<ul style="list-style-type: none"> Slipped: Construction of the Safer Junction at Holloway Road/Drayton Park started in April 2023 with the first phase of works at Hornsey Road/Hornsey Street completed in September 2023
<ul style="list-style-type: none"> Commence construction of Safer Junction at York Road roundabout 	December 2023	<ul style="list-style-type: none"> Achieved: Construction of the Safer Junction at York Road roundabout commenced in January 2023 and completed in April 2023
<ul style="list-style-type: none"> Construct improvements at five locations to improve the safety of vulnerable road users 	March 2023	<ul style="list-style-type: none"> On track: to complete construction at five locations to improve safety of vulnerable road users (A4 Bath Road by Compass Centre, A205 Thurlow Park Rd junction with Lancaster Avenue, Grosvenor Place, A10 by Edmonton County School and York Road roundabout)
<ul style="list-style-type: none"> Complete consultation for further improvements to Battersea Bridge/Cheyne Walk Safer Junction 	March 2024	<ul style="list-style-type: none"> Achieved: Consultation on the improvements to the Battersea Bridge/Cheyne Walk junction completed in January 2023 and the consultation report was published in June 2023
<ul style="list-style-type: none"> Complete engagement for safety improvements at King's Cross gyratory and start construction in 2024 on one section 	March 2023	<ul style="list-style-type: none"> Achieved: Consultation on the first phase of improvements at Kings Cross completed in May 2023, with the consultation report published in October 2023. Construction on track to start in 2024
<ul style="list-style-type: none"> Complete detailed design at Lambeth Bridge and concept design of Angel Safer Junction 	April 2024	<ul style="list-style-type: none"> Slipped: Option Selection stage for Angel Junction to be complete by June 2024. Detailed design for Lambeth Bridge due for completion by May 2024. Enabling works at Lambeth Bridge start in autumn 2023.
<ul style="list-style-type: none"> Start construction of pedestrian and cycling improvements at Streatham High Road and Manor Circus 		

Table 1: Summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<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 	<p>March 2024</p> <p>March 2024</p>	<ul style="list-style-type: none"> On track: Construction of safety improvements at Manor Circus started in August 2023. Construction on Streatham High Road is due to commence in early 2024 On track: We remain on track to deliver the target of 140km in advance of the March 2024 Vision Zero Action Plan deadline.
<p>Bus Priority:</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 £11.98m to the London boroughs as part of the Local Improvement Plan (LIP) Bus Priority Programme to deliver bus journey time improvements and sections 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"> On track: 4.39 km of new bus lane has been delivered thus far, with a further 6.42km planned for delivery by 31 March 2024. Schemes with the potential to deliver an additional c.30km of new bus lane are currently being developed, with a view to being implemented by 31 March 2025 On track: 65 bus priority signal infrastructure moves have been completed to date with a further 85 currently planned for delivery by 31 March 2024 Achieved: 736 traffic signal timing reviews completed to date helping to prioritise bus movements through junctions On track: A pan-TfL assessment to identify potential bus priority interventions on proposed Superloop routes has been undertaken with a view to beginning feasibility design on priority schemes in 2024/25
<p>Future of temporary London Streetspace Programme (LSP) 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"> Nearly all schemes on the Future of Temp Programme have now transitioned to permanent traffic orders, or been removed, following extensive monitoring and engagement activity to inform decision-making Schemes have been reviewed on site, and recommendations made to ensure they are suitable for permanence Only Cycleway 4 Extension – Greenwich to Charlton remains as an experimental scheme, where ongoing monitoring and engagement activity is taking place 	<p>Continues to March 2024</p> <p>Continues to March 2024 and beyond</p>	<ul style="list-style-type: none"> Achieved: Permanence upgrades have been completed on CS7 Oval to Elephant and Castle, and Tooley Street schemes. Decisions have been taken on all schemes, with comprehensive monitoring and engagement reports compiled, except for Cycleway 4, which is currently an experimental scheme being led by the Royal Borough of Greenwich. On track: Design work is ongoing for upgrades, including at Park Lane, CS8 Lambeth Bridge to Chelsea Bridge, and A21 Lewisham to Catford
<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 Vauxhall Gyratory, Catford Town Centre and Wandsworth Town Centre major schemes – progress to next stage gate 	<p>March 2024</p> <p>March 2024</p>	<ul style="list-style-type: none"> On track: Nine Elms: Detailed design for eastern section of the Nine Elms Healthy Streets corridor is complete and detailed design for the western section will be started in early 2024. Construction of the eastern section of the Nine Elms Healthy Streets corridor will start in early 2024. Additional Programme and Project Authority is required to commit to build the eastern section, included in this paper. Further Programme and Project Authority will be required to construct the western section by late 2024/25, and will be requested when a more accurate cost estimate for this section is known. On track: Construction works on Tolworth Roundabout to complete in spring 2024 (delayed due to unplanned utility works)

Table 1: Summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
	Ongoing	<ul style="list-style-type: none"> • Work continues to develop schemes at Catford and Wandsworth. Catford Strategic Outline Business Case (SOBC) submitted to DfT for Major Road Network funding in March 2023. Wandsworth Outline Business Case (OBC) to be submitted to DfT. • Funding discussions ongoing to enable Vauxhall to progress to detailed design • The Catford Town Centre scheme submitted a SOBC to the DfT in March 2023, and the Wandsworth Town Centre is due to submit an OBC to the DfT imminently. Project development is ongoing while the DfT review the case for both schemes to move to the next stage. Catford Town Centre is progressing through concept design having completed a public consultation in the spring. A detailed overview of the project is set out in Appendix 3.
Borough funding: <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 c.700 Healthy Streets schemes on borough roads • Support LB Camden to continue the design of both interim works at Holborn gyratory, and the development of a Feasibility report (Gate 2) for 	<p>All schemes funded by SC&N to be complete by April 2024 with no carry over expected</p> <p>Review 24/25 schemes and confirm funding in Dec 2023</p>	<ul style="list-style-type: none"> • LIP funding has been released to all boroughs with the exception of LB Tower Hamlets who are in the process of removing Low Traffic Neighbourhood schemes that were previously funded by us. • The Safer Corridors and Neighbourhoods programme is currently funding c.700 individual schemes including School Streets, new crossings, LTNs, VZ safety enhancements and 20mph zones. • Borough funding submissions for 2024/25 are currently being assessed with a view to confirming their allocations by the end of 2023 in order to plan resources

Table 1: Summary of proposals as part of this funding submission (2023/24)

Delivery scope:	Target	Progress
<p>the wider Holborn Liveable Neighbourhood project</p> <ul style="list-style-type: none"> • Restart Liveable Neighbourhood schemes in Camden, Ealing, Enfield, Greenwich and Waltham Forest. All are at various stages of development; however the expectation is to make significant progress towards completion: <ul style="list-style-type: none"> ○ Coppermill Village (Walthamstow) – complete scheme and commence benefit monitoring ○ West Ealing (Ealing) and Enfield Town Centre (Enfield) – complete Concept Design ○ Holborn Gyrotory (Camden) – complete engagement and Feasibility Design ○ Greenwich Town Centre (Greenwich) – complete Feasibility Design • 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 • Continuing the cycle parking programme on borough roads. Providing funding for safe and secure residential hangars at strategic locations 	<p>Holborn Feasibility report: May 2023. Construction of the interim project will complete in summer 2023.</p>	<ul style="list-style-type: none"> • Good progress is being made by the five Liveable Neighbourhood funded projects. The final phases of Coppermill Village scheme will be delivered in the remainder of this financial year • LB Enfield is progressing detailed design activities for Enfield Town as the project nears construction of initial phases next financial year • For Liveable Neighbourhood projects that are in design stage, the Programme continues to work with the respective boroughs to bring forward interventions that deliver Safe and Healthy Street benefits early. Through this approach we will see green infrastructure and some cycling improvements delivered in the West Ealing Liveable Neighbourhood this year • Holborn interim scheme completed construction in summer 2023 as planned • The Crossrail Complementary Measures programme is funding the completion of five Stations this financial year; Ealing Broadway, West Ealing, Ilford, Southall and Acton. A potential sixth Station (West Drayton) may also be completed pending cooperation with Network Rail due to delays caused by a collapsed sewer
<p>High Speed 2:</p> <ul style="list-style-type: none"> • Review the scope of regeneration opportunities for Euston and Old Oak Common. Following decision to terminate HS2 at Old Oak Common • Protect our interests and mitigate against risks posed by HS2 Ltd (as a third-party programme) 	<p>Ongoing support</p>	<p>Supporting the delivery of HS2 while managing the impacts and risks posed by HS2 Ltd including:</p> <ul style="list-style-type: none"> • Contributing to DfT Euston Reset Programme, which is seeking to reduce overall cost pressures and develop new arrangements for the HS2 programme

Table 1: Summary of proposals as part of this funding submission (2023/24)		
Delivery scope:	Target	Progress
<p>on our infrastructure, operations and passenger services</p> <ul style="list-style-type: none"> Recover all costs, losses and expenses incurred by us resulting from HS2 Ltd, including staff time, under the terms of the Protective Provisions Agreement 		<ul style="list-style-type: none"> Design assurance to ensure stations meet our operational requirements and include suitable provision for interchange in line with the Healthy Streets approach Ensuring key requirements, undertakings and assurances given to us in the Act remain protected Continuing to influence HS2 designs to embed the Healthy Streets principles including on the TLRN Hampstead Road temporary road design Traction Sub-Station (TSS) civils construction completed, with mechanical and electrical fit out in progress Continuous improvement of the “Blue Book” management processes setting out our ways of working with HS2 Ltd and their supply chain to ensure our interests are protected Applying agreed mechanisms for recovering all costs, losses and expenses including TSS commercial agreement signed by us
<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 	<p>The majority of TLRN delivery is planned for the first half of 2023/24.</p>	<ul style="list-style-type: none"> The 11 boroughs with funding have all developed their proposals up to detailed design and many have now consulted on their proposals. Most are still on track to commence construction on or before December, which was a key GLA expectation, and all expect to fully claim their costs by the end of the financial year (with the exception of permitted activities such as first year watering/maintenance and post-construction safety audits) Work continues apace with the TLRN schemes. The design for the Rain Gardens at Joe Strummer

Table 1: Summary of proposals as part of this funding submission (2023/24)

Delivery scope:	Target	Progress
<p>that the majority of funds will be allocated by end of March 2023</p> <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		<p>underpass is complete and planning for the works is underway. Manor Circus in Richmond also looks to complete within the financial year. Due to the scope of SuDs work at Streatham, implementation will not commence until next year, but design work is well underway</p> <ul style="list-style-type: none">• A new strategic walking route is also planned with part of these funds and work with a number of London boroughs is underway to launch this in spring 2024

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

Project	Indicative milestone to be delivered in 2024/25
Safer Cycling	
Cycleway 4: London Bridge to Greenwich	Commence design of permanent upgrades on the Lower Road section which is currently being delivered in temporary materials.
Cycleway 4 Extension: Greenwich to Woolwich	Continue design of section 2 (Anchor and Hope Lane to Woolwich Ferry Roundabout). Complete consultation by March 2024 and commence Concept Design stage in autumn 2024 on section 3 (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	Complete construction of the Brentford section in summer 2025 and start construction on Hammersmith Road in early 2026. Deliver amendments to the Chiswick High Road section as required following the borough's decision to make the scheme permanent, subject to as assessment of affordability and bus service impacts.
Cycleway 9 West: Brentford Town Centre to Hounslow	Commence detailed design work of this route following the second public consultation in spring 2024.
Cycleway 23: Lea Bridge to Dalston	Complete construction of this route along Lea Bridge Road by October 2024
Cycleway 34: Wood Lane to Notting Hill Gate	Continue construction of section 2 (Wood Lane to Shepherds Bush). Complete detailed design of section 3 (Holland Park Roundabout).
Cycleway 37: Mile End to Westferry Lane	Scheme remains on pause as required consents for constructing the Mile End junction have not been approved by borough.
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 <small>*Cycleway number to be allocated later</small>	Review consultation responses and commence concept design for Wembley to Harlesden section in spring 2024. Continue design of the remaining route in phases.
Cycle Parking	Continue delivery of new cycle parking spaces including cycle hangars.
Safer Streets	
Lambeth Bridge safety scheme – including Safer Junction	Start construction in August 2024. Advance works planned winter 2023/24.
Safer Speeds	Introduce further mitigations on lower speed roads following initial monitoring. Various dates.
King's Cross Gyratory	Progress Phase 1 safety improvements to construction; continue design and engagement on future phases. August 2024.

Project	Indicative milestone to be delivered in 2024/25
Safer Junctions	Engage and progress design on ten further projects by the end of 2024, including Monument junction, Hogarth roundabout and A10 Woodberry Grove. Complete Option Selection on Angel Safer Junction by July 2024. Complete construction of Holloway Road by April 2024. Start construction of Battersea Bridge Phase 2 Safer Junction by September 2024.
Tulse Hill Gyratory	Progress with delivering interim safety measures at Tulse Hill Gyratory, while Outcome Definition work is undertaken on a potential longer-term scheme.
Bus Priority	
Complete 15km of new bus lanes, working towards March 2025 target of 25km total	Complete programme by March 2025.
Bus-focused Healthy Streets Pipeline schemes, including the Sutton to Morden Bus Corridor scheme	Subject to resource availability, commence feasibility design of schemes completing outcome definition 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, while ensuring optimal operational hour coverage for any new bus lane delivered.
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, based on priorities identified through our Strategic Bus Analysis.
Multi-modal/pedestrian-focused	
Vauxhall Cross	Complete feasibility design subject to confirmation of third-party funding contributions.
Nine Elms Healthy Streets corridor	Commence construction of the eastern section in March 2023 and complete detailed design for the western section by January 2025, to align with the developers' construction phasing. Scheme mostly funded from third-party contributions.
Pedestrian and road safety improvements outside a local school in East Sheen	Construction start by November 2024.
Pedestrian improvements along Camden High Street	Feasibility Design completed by September 2024.

Project	Indicative milestone to be delivered in 2024/25
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	Start construction by August 2024.
Wandsworth Town Centre	Progress project through detailed design stage subject to securing funding from the DfT’s Major Road Network fund.
Catford Town Centre	Progress project through detailed design stage, subject to securing funding from the DfT’s Major Road Network fund. Further detail is set out in Appendix 3.
A2 Old Kent Road	Progress feasibility and concept design work to undertake public consultation.
Stoke Newington	Complete Option Selection for updated Stoke Newington proposals to deliver safety and Healthy Streets benefits, support bus services, and are affordable.
Lower Lea Crossing	<p>This scheme will deliver safety and active travel improvements across the Lower Lea Crossing, Leamouth Circus and Leamouth Road in the London Boroughs of Newham and Tower Hamlets. Significant regeneration is underway and planned in this area and the route will form a strategic link between the northern portal of the new Silvertown Tunnel and the A13.</p> <p>The scheme will improve assets, lower speed limits, and improve walking and cycling facilities. The scheme will provide a continuous, direct, and uniform cycle route between the Royal Docks and Cycleway 3. Concept Design is complete, with public consultation and detailed design due to start in early 2024. Subject to the outcome of that consultation, we plan to commence construction during 2024 and complete the scheme prior to the Silvertown Tunnel opening in 2025.</p>
<p>Borough funding – demonstrated through the Business Plan, we intend to allocate £75m for boroughs to invest in their roads, subject to funding.</p>	
Holborn gyratory Liveable Neighbourhood	<p>Proposed Modelling testing completed: December 2024 Base and Future Base modelling completed (including TfL audit): May 2024 Designs signed off November 2024 Gate 2 submission February 2025 Complete public consultation by May 2025</p>
Enfield Town Centre Liveable Neighbourhood	Support LB Enfield to progress scheme to construction in Quarter 4 2024/25.

Project	Indicative milestone to be delivered in 2024/25
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, as well as targeted pinch-point removal schemes and the extension of bus lane operational hours.
LIP Safer Corridor and Neighbourhoods funding	To enable boroughs to continue projects set out in their two-year LIP proposals.
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

Appendix 2 – Spotlight on Benefits from the London Streetspace Plan

The London Streetspace Plan (LSP) was initiated in spring 2020 in response to the coronavirus pandemic, with experimental and trial schemes introduced using temporary designs and materials to support social distancing and to encourage active travel. As London has emerged from the pandemic, we have been analysing detailed monitoring data, undertaking public consultations and reviewing each scheme to decide whether to retain permanently, amend, or remove the scheme through our Future of Temporary schemes programme (FoT). Comprehensive reports for each scheme are compiled to inform the decision. A full summary of the benefits and outcomes across the programme will be compiled when the final decisions are taken on the remaining temporary schemes in the programme.



Figure 1 – Mansell Street cycle lane



Figure 2 – Park Lane cycle lane

Following the analysis of the data and feedback collected during the scheme experiments, most schemes are being retained on a permanent basis. Some of the schemes require some immediate remedial work to resolve issues associated with the temporary nature of the changes made, including resurfacing, line-markings and replacing temporary barriers with more permanent materials. In some cases, our monitoring has indicated that a further iteration of a scheme design is needed to address public feedback and make operational improvements. This upgrade work is critical to safeguard the benefits that these schemes have delivered and will be progressed in future years.

As these schemes were conducted as experiments and trials, a comprehensive set of monitoring criteria were agreed at the start of each scheme. Data was gathered covering safety, cycling numbers, bus performance, wider road network performance and public views through engagement and consultation.

The monitoring of these schemes has shown that in the majority of locations, cycling numbers have grown since the schemes were introduced. Some examples include;

- On Grosvenor Road during the trial upgrade of Cycleway 8 between April – December 2022, cycle flows increased by 15 per cent
- At Park Lane, the introduction of a separated two-way cycle track has led to cycling levels increasing to up to 2,400 per day, with pre-pandemic cycling levels averaging 512 per day

- The new bi-directional cycle connection between Cycleway 2 and Cycleway 3, along Mansell Street in Aldgate saw cyclists increase from an average of 1,000 per day to an average of 3,000 per day
- The combined impact of segregated cycle lanes and traffic restrictions on London Bridge and Borough High Street has seen cyclist numbers peak at over 14,000 in July 2022, compared with 10,500, which was the highest recorded pre-pandemic number of cyclists using the route

As well as high levels of cycling, our consultation surveys have indicated that pedestrians and cyclists are also feeling safer using the routes than before the schemes were introduced. For example, at Mansell Street 66 per cent told us it felt safer to walk or cycle along the road with the trial scheme in place. Similarly, at Tooley Street on Cycleway 4, 63 per cent of respondents to the consultation said they felt safer to walk or cycle since the scheme changes were made.

Safety was measured through an analysis of collision data. Figure 3 below shows the example of the scheme on Mansell Street where collisions have been reviewed over a five-year period to assess the impact of the changes made on street. So far, the scheme is having a positive impact on safety.

Mansell Street Collisions 60-month period to April 2023		
	Before (March 2018 – 2020)	After (March 2021 – 2023)
Fatal	0	0
Serios	3	0
Slights	19	12

Figure 3 - Collision analysis on Mansell Street before and after the experimental scheme

The final core measure included as part of the experimental assessment was the impact of the scheme on bus performance. Nearly all schemes had a neutral impact upon journey times, or an impact that was within the agreed threshold of one standard deviation from the mean average. Certain schemes had a positive impact upon bus journey times, including at London Bridge and Bishopsgate, where traffic restrictions have reduced the flow of other motor vehicles and bus journey times have seen an improvement of around two minutes per kilometre. The cycle scheme on Euston Road had the most significant negative impact on bus journey times. This impact, considered alongside the need to allocate road space on Euston Road to utility works associated with the development of Euston station, resulted in the decision to remove the scheme.

The plan is to close the FoT programme before the end of the 2023/24 financial year. Those projects requiring remedial work and further changes on street will each transition to one of our existing programmes of work in Safe and Healthy Streets to ensure the benefits achieved by these experimental schemes are sustained and enhanced.

Appendix 3 – Catford Town Centre Highway Realignment

1 Summary

- 1.1 Approval is sought within this paper for additional unbudgeted Financial Authority of £10m to receive third party funding towards the delivery of the Catford Town Centre Realignment scheme, as described below, and for Procurement Authority to enter into a funding agreement with London Borough of Lewisham (LB Lewisham).
- 1.2 The realignment of the A205 South Circular through Catford Town Centre and removal of the gyratory will improve pedestrian and cyclist safety and support good growth. The project also includes reconfigured crossings, segregated cycle lanes and placemaking to support active travel as the main transport choice in LB Lewisham’s wider regeneration of Catford. The project intends to start on site in 2025 with construction lasting around two years. The scheme has an estimated final cost of £60m, with details of the funding contributions set out in the main body of the approval paper.
- 1.3 The scheme will help transform a major south London civic centre from a traffic-dominated place to one that encourages more people to walk, cycle, access public transport and live in the area. It will have the additional benefit of unlocking land to support the regeneration of Catford Town Centre, delivering new homes and supporting sustainable travel, as well as providing a significant uplift in green infrastructure to make the town centre an attractive destination.

2 Background

- 2.1 Catford is a major town centre in LB Lewisham. It is located on the junction of two major roads: the A205 (part of the national MRN), and the A21 (a key radial route). We are the highway authority for both roads. Figure 1 shows the location of Catford in London and Figure 2 shows the project location.

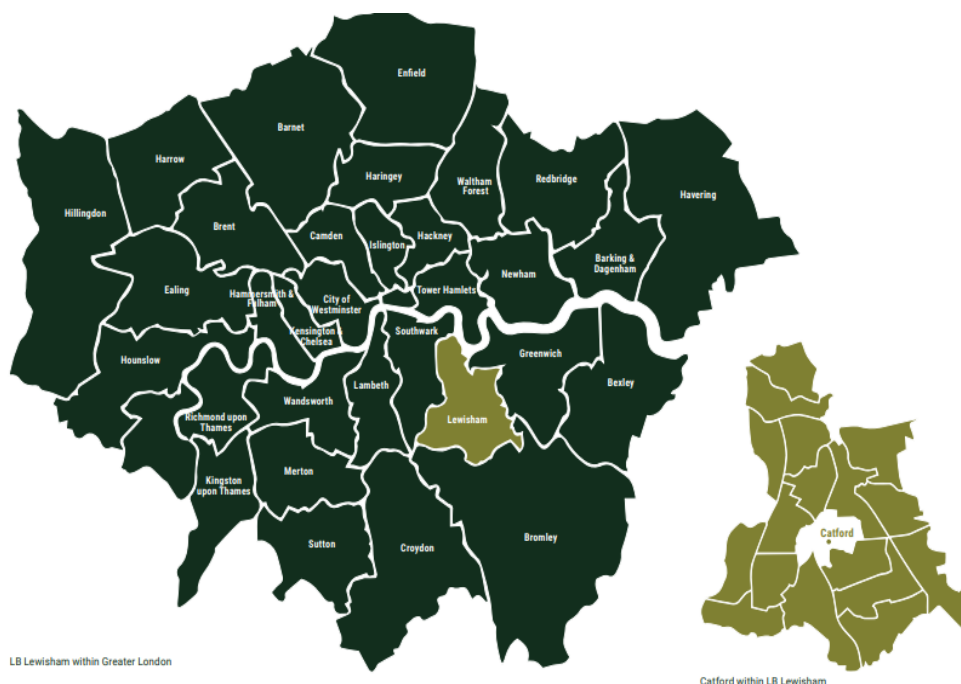


Figure 1: Location of Catford in London

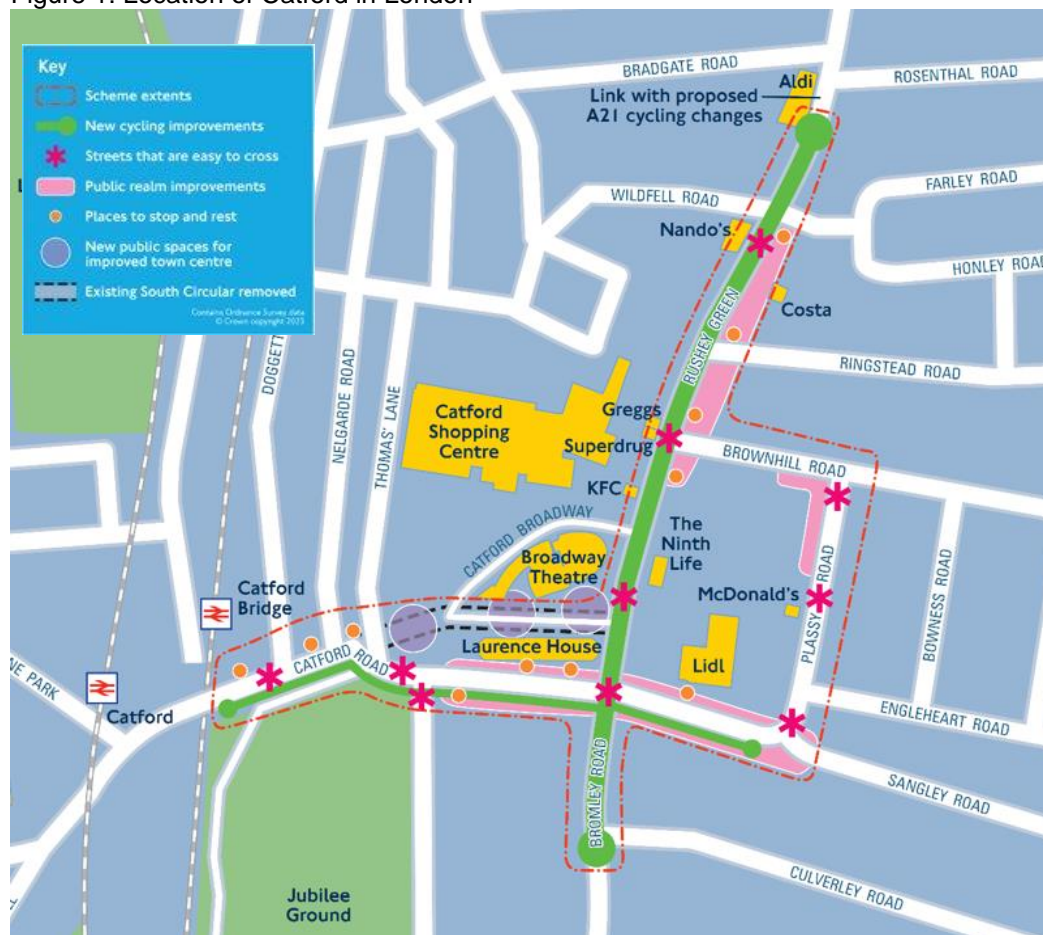


Figure 2 – Location and physical scope of Catford Town Centre scheme

- 2.2 We have been working in partnership with LB Lewisham to support its ambition to improve transport in the area and to transform and regenerate Catford Town Centre. In Catford, some local wards are categorised in the top 20 per cent of national deprivation levels.
- 2.3 The proposals support the wider regeneration of Catford and include the realignment of the A205 South Circular Road to the south of LB Lewisham’s offices at Laurence House across currently owned council land. This releases the space between Laurence House and the Civic Suite which is currently dissected by the South Circular and provides an opportunity to refocus the whole town centre around a new public space. The proposals encompass a comprehensive array of enhancements to prioritise the needs of people walking, cycling and enjoying the town centre. Together, these initiatives are set to transform Catford into a more appealing and sustainable urban destination.



Figure 3: Catford Road looking eastwards towards Eltham, and the proposed alignment of the road to the south of Laurence House

- 2.4 The proposals align with the Mayor's Transport Strategy (MTS) by supporting London's sustainable growth and promoting active travel by making it easier and safer to walk, cycle and use the bus and public transport in Catford. The proposals also support LB Lewisham and the Mayor of London's good growth ambitions to deliver up to 2,400 new homes and 33,470 sqm of commercial space in Catford Town Centre.
- 2.5 A public consultation was held on the proposals from 24 April 2023 to 5 June 2023. 1,503 responses to the consultation were received, including 19 from stakeholders. The proposals were largely supported and the response to issues raised is scheduled for publication in November 2023.

3 Key Challenges

- 3.1 One key challenge is the requirement for land from third parties due to the realignment of the A205, in particular an access road and the tip of privately owned school playing fields located to the south of the A205 between the railway and Canadian Avenue. There are no properties on the required land as it is designated as Metropolitan Open Land. The project team is engaging with affected landowners to reach voluntary agreements where possible. These agreements are progressing positively and are agreed in principle; however, to deliver the scheme in a timely manner it will be necessary to run the process for a Compulsory Purchase Order in parallel to the discussions with landowners. This is subject to approval from the Board in December 2023.
- 3.2 A vital element of the funding package for the scheme is TfL securing £44m from the DfT's MRN scheme. In January 2023, TfL Investment Group gave approval to submit the Strategic Outline Business Case (SOBC) to the DfT for review and the business case was submitted to DfT in spring 2023. We understand that the proposals will be taken to DfT's Investment Committee in January 2024. The timing of the approval from the DfT is becoming increasingly critical as there is an MRN

requirement that projects start on site by March 2025 to secure funding. In the interim the scheme is proceeding at pace and at some risk to ensure that it is given the best opportunity to secure the £44m.

- 3.3 While the project is proceeding through design using HIF and our funding, the costs incurred are done so at risk until the MRN funding is secured. In addition, if the MRN funding is not secured and the scheme does not proceed, under the terms of the HIF agreement, the GLA can request that all funding provided (up to £10m) under HIF be returned.
- 3.4 A full assurance review will be conducted at Gate 4 (end of detailed design) prior to a Programme and Project Authority drawdown request to our Investment Group to enable the main construction works to start in 2025.

4 Funding Agreement between TfL and LB Lewisham

- 4.1 The terms of the funding agreement between us and LB Lewisham are being finalised and approval of the final form of the funding agreement will be sought in accordance with Standing Orders; key points are:
 - (a) TfL is the delivery partner for the project;
 - (b) if we are in material breach of the funding agreement or in other specified circumstances where we are in default, then we may be required to repay all the funding we have received;
 - (c) if the project exceeds the available funding, there is a process for the parties to discuss and agree an alternative delivery plan or, failing that, to terminate, with each party sharing risk on an equal basis unless the cost overrun is due to the fault of one party;
 - (d) completion of the project is conditional upon us securing the MRN funding. If such funding is not secured, there is a process for the parties to discuss and agree an alternative delivery plan or, failing that, to terminate, with each party sharing risk on an equal basis unless the failure to secure the MRN funding is due to the fault of one party; and
 - (e) if we do secure MRN funding, but the project does not proceed for any reason, we will be at risk for any repayment of MRN funding if required under the terms of the agreement with DfT.