

TRANSPORT for LONDON 5YEAR INVESTMENT PROGRAMME

The TfL business plan 2005/6-2009/10





PARK



WEMBLEY PARK

Introducing Transport for London's investment programme

London's transport system has suffered for decades from a lack of consistent investment. Ministers have always acknowledged that effective transport in the Capital is vital for the prosperity of the United Kingdom and the wellbeing of London. And yet governments have historically under-funded a system that was once the envy of the world

and inspired imitators around the globe. Even when funding was pledged, all too often the amount was chopped and changed, year after year. The result – seriously run-down infrastructure and insufficient capacity to meet London's needs – is all too familiar to the 10 million passengers who use the public transport network every day.

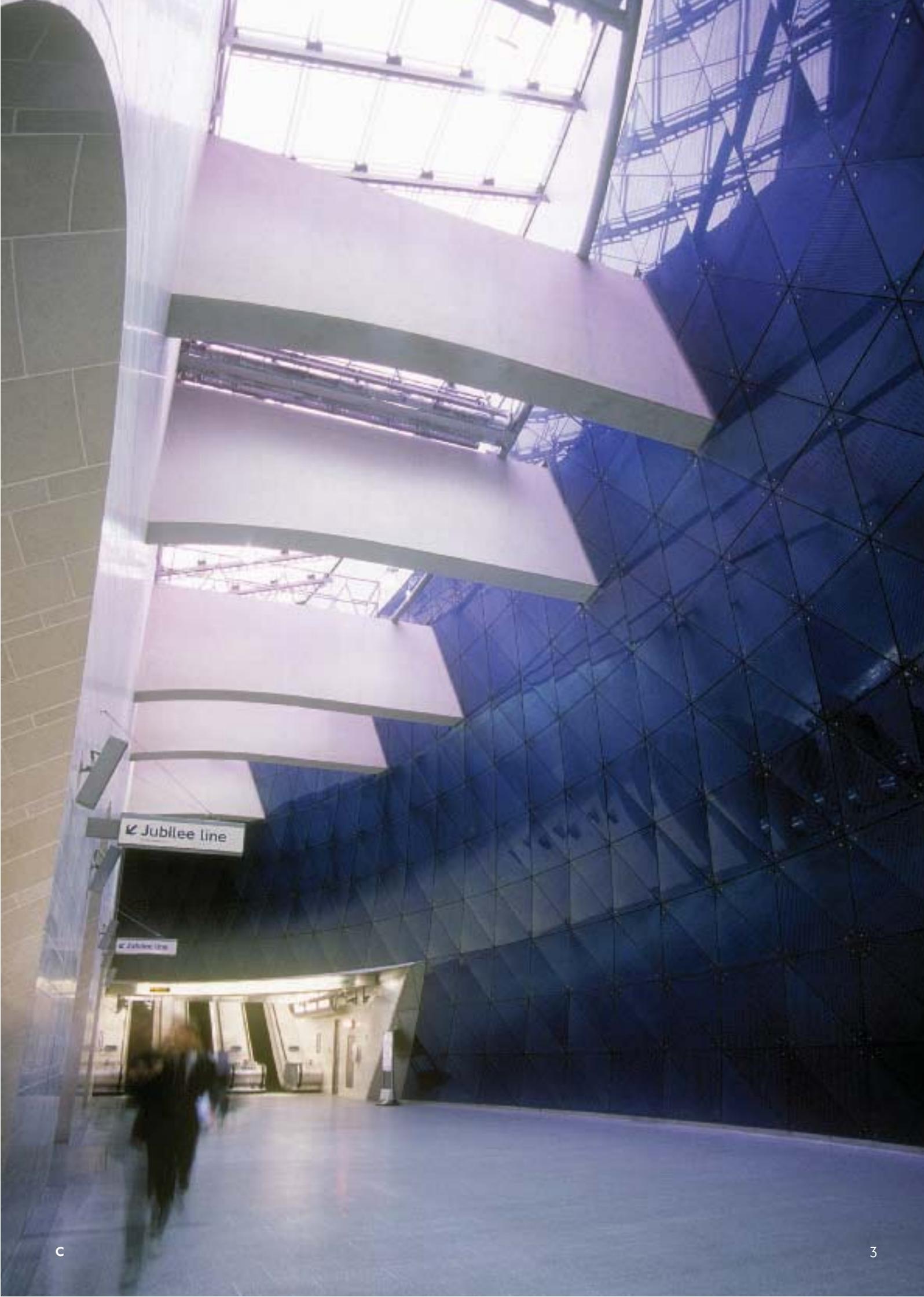
Now however, a groundbreaking settlement with Government has provided a once-in-a-generation opportunity for London to reverse this decline. We have the certainty of being able to invest £10 billion in London's transport over the next five years. For the first time, TfL is allowed to borrow funds to get major projects moving. There is £3 billion in new borrowing on top of £4 billion scheduled to be invested through existing PPP and PFI contracts. And there is £3 billion of capital investment funded from Government grant.

Transport for London has already proved itself able to deliver the change London needs. The last four years have shown what we have been able to do with the world's largest congestion charging scheme and the transformation of London's buses.

This new investment programme allows us to build on that record, as we are now able to plan a comprehensive approach to the whole of London's transport infrastructure.

Of course, there is no quick fix for bringing a network like London's up to the standard it deserves. Some of our projects will take substantially longer than five years to be delivered. This investment programme shows a commitment on the part of Government and the Mayor to take a long-term approach to London's transport challenges. It is a sustainable approach, demonstrating not only what we can fund and deliver in the next five years, but also laying the foundations for ongoing development long after this programme is complete.





Turning around decades of neglect has also meant making some hard choices. While the plans in this investment programme seek to build a new bridge over the Thames, extend London's successful light rail system, extend the congestion charge and implement new transit schemes, this cannot be done at the expense of maintaining and rebuilding the existing transport infrastructure. Safety is our priority. Launching new projects will not compromise the safe maintenance of the existing transport system.

London's transport authorities have a great tradition of innovation. They created a system that allowed the Capital to grow and prosper and to become a truly 20th century city. For example, the Tube was the model for metros around the world - in New York, Paris, Singapore and Hong Kong.

We are building on this innovation, using schemes like congestion charging and technology like the Oyster Card to make travel simpler, faster and more hassle-free.

We now intend to lead the way to a first class transport system for a sustainable 21st century city, supporting regeneration and London's bid to host the 2012 Olympics. Recent improvements, such as better buses, congestion charging and bus priority measures, have already contributed to a significant shift from private cars to public transport in the past four years - a shift that is unparalleled around the world.





We are making the transport network safer, more reliable, comfortable, environmentally friendly and accessible to all. Working with the boroughs we have invested in local schemes to support walking, cycling and improvements to London's streets and public spaces. This investment, coupled with safer routes to school schemes and travel awareness campaigns, is helping to reduce the need to travel by car, improve social inclusion and reduce transport's environmental impact.

The improvements to London's transport system would not have been possible by working in isolation - we

have worked in partnership with Government and with London's boroughs, businesses and community groups. These partnerships give us the support and confidence to take on this challenge - and the responsibility to deliver.

London is a growing, vibrant city. Our challenge today is not to build a new transport system, but to upgrade and energise an older system which no longer satisfies the needs of a modern city. Through this investment programme we will ensure that London's transport can manage the demands of today and meet the needs of tomorrow.



Investment programme highlights

Improvements to the Underground

Train, track and signal upgrades will improve Tube reliability and enable an extra 3 million kilometres to be run each year by 2009/10.

Station modernisations and refurbishments are due to take place at 200 stations by 2010. Accessibility improvements, such as provision of audio/visual information and tactile guidance, will be made. A quarter of Underground stations will be step-free from street to platform by 2010.

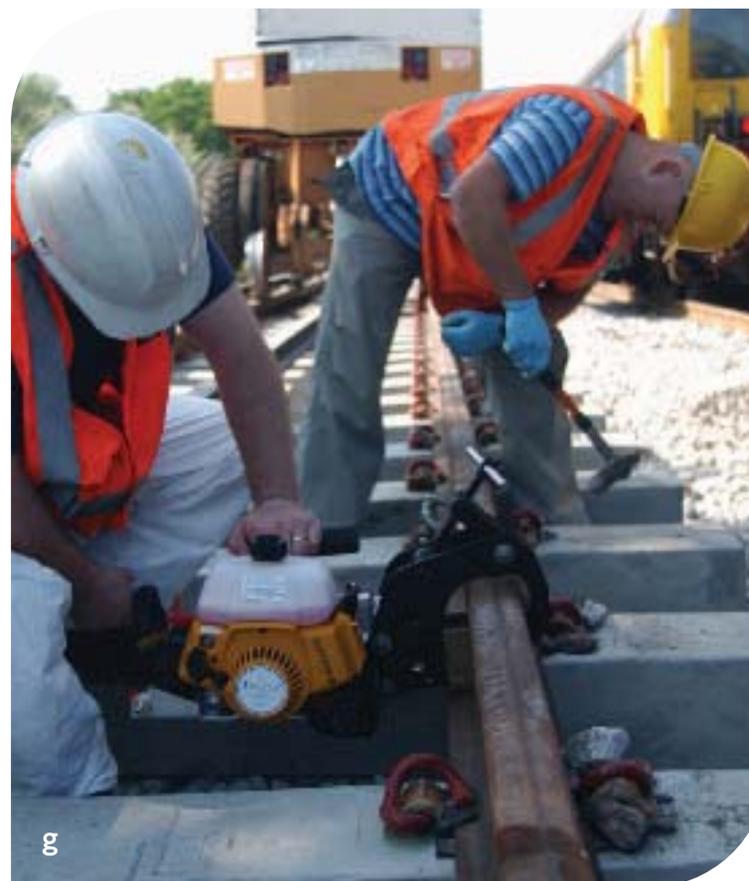
Wembley Park is being developed into a showpiece station built in conjunction with the new National Stadium which opens in 2006. It will enable more than 37,000 customers an hour to pass through it.

Major works to relieve congestion at Underground stations will be undertaken at Covent Garden and Holloway Road by 2007, at King's Cross St Pancras by 2008 and Vauxhall by 2010. Additional escalators will be added at North Greenwich by 2006 to support demand from local developments. Station congestion relief work will also start at Camden Town, Tottenham Court Road and Bank stations. More and longer trains will operate on the **Jubilee line from 2006**, and with further improvements to the line by 2009 capacity will increase by 45%. **District line trains** are due to be refurbished by 2009.

At **Victoria** station work will begin on a new Bressenden Place entrance, additional escalators to Victoria line platforms, widened access staircases to National Rail and lifts for mobility impaired people.

Rail extension and capacity increases

The **East London line** will be extended north to Dalston Junction and south to West Croydon and Crystal Palace. Due to open by 2010, it will be ready to support the 2012 Olympics.



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New DLR links will play a vital role in regeneration and support for the 2012 Olympics. The DLR London City Airport link is due to open in 2005, and extend to Woolwich Arsenal by 2008. An extension from Canning Town to Stratford International is also due to open in 2009.

A **3-car DLR service** on the Bank-Lewisham branch is due to be in service by 2009, designed to add 50% capacity to support the growth of Docklands.

Croxley link, an extension of the Underground's Metropolitan line to Watford Junction, is due to bring benefits to commuters outside London by 2010.



New transit schemes

East London Transit (Phase 1) - a 9km bus-based rapid transit service linking Ilford, Barking and Dagenham Dock - is due to be completed by 2007.

Greenwich Waterfront Transit (Phase 1) - a 12km bus-based rapid transit service from Abbey Wood to North Greenwich - is due to be completed by 2008.

Reducing congestion and promoting regeneration

The **Thames Gateway Bridge** will be the first new London road bridge to span the Thames for more than 70 years. Construction of the bridge - linking Beckton to Thamesmead with dedicated lanes for public transport, pedestrians and cyclists - is planned to start in 2009, and the bridge should be completed by 2012.

Extension of the congestion charge into further parts of Westminster and Kensington & Chelsea could be introduced at the earliest by late 2006, subject to Mayoral decision following public consultation in 2005.



Thames Road Bexley - a joint project with the Office of the Deputy Prime Minister, to widen 1.8 kms of the A206 (Thames Road) - is due to be completed in 2007.

Safety enhancements will continue on TfL's road network, including £149 million of safety improvements to the Blackwall, Rotherhithe and Fore Street Tunnels, Westminster Bridge and replacement bridges on the A406 and A40.

Road safety initiatives designed to meet the Government and Mayoral road safety target of a reduction of 40% in the number of people killed and seriously injured by 2010, compared with the late 1990s, will be introduced.

Better buses

A 100% accessible bus fleet is due to be in service by the end of 2005, all fitted with CCTV. A new **bus radio, vehicle location and countdown system**, due to be introduced by 2008, will assist bus reliability and give better real-time information to bus users.

7,000 illuminated bus stops will be introduced.

Improvements to interchanges

Finsbury Park transport interchange improvements, due to be completed by 2007, are designed to make it easier to change between different modes of transport, and make the area safer and more accessible for cyclists and pedestrians.

A new **bus station** at Hounslow, due to be completed by 2008, will make waiting for services and changing to other transport modes more comfortable, accessible and convenient.

A new **bus station** will also be built at Dalston to provide convenient interchange with the East London line extension.

New **bus garages** at Hounslow and North Acton, due to be completed by 2006, will provide capacity for extra buses.

Investment in local areas and sustainable travel

Local travel environment improvements will be made to town centres, interchanges and residential streets - improving quality, safety and accessibility of the local environment to support local communities. Walking and cycling improvements, totalling £166m, will be made to TfL and borough roads. The London Cycle Network Plus will be complete by 2010.

Supporting national rail

CCTV will be introduced on trains and in stations on ONE, Southern, Thameslink and South East trains to give passengers greater security.

Silverlink Metro services will benefit from station and security improvements, and in 2006 all stations are due to be equipped with Oyster Pre Pay equipment.





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Improving London's environment

A London-wide **low emission zone** to restrict emissions from lorries (over 3.5 tonnes), buses, coaches and taxis is planned for 2007.

A **sustainable freight distribution** project is designed to reduce the impact of freight deliveries in London. It will include freight information on the journey planner and legal loading information.

Improvements will be made to the quality and safety of **London's streets and public spaces**.

Quieter and cleaner buses will operate. All buses will run with a minimum standard of Euro II engines and particulate traps by the end of 2005.

Energy saving and noise reduction initiatives will operate on the Underground.

Looking to the future ...

The programme also includes funding to progress designs on the following projects or seek powers for their construction:

- West London Tram, a 20km route of approximately 40 stops linking Shepherd's Bush to Uxbridge
- Croydon Tramlink extension to Crystal Palace
- Docklands Light Railway extension to Barking Reach
- Cross River Tram scheme (a proposal for trams linking Brixton and Peckham with Camden and King's Cross via central London)
- Extensions of East London Transit

(from Barking to Galleons Reach where it will interchange with DLR and the Thames Gateway Bridge and Greenwich Waterfront Transit from Charlton to the existing Millennium Transitway).

Appropriate funding will be sought to take these projects forward once powers to proceed with construction have been granted.

Our investment programme reflects stakeholder priorities, and we will continue to work with our stakeholders as we take these projects forward. Where appropriate, implementation will be subject to statutory processes and consultation.

These are only highlights of the programme which will build on recent achievements and deliver comprehensive transport improvements for London.





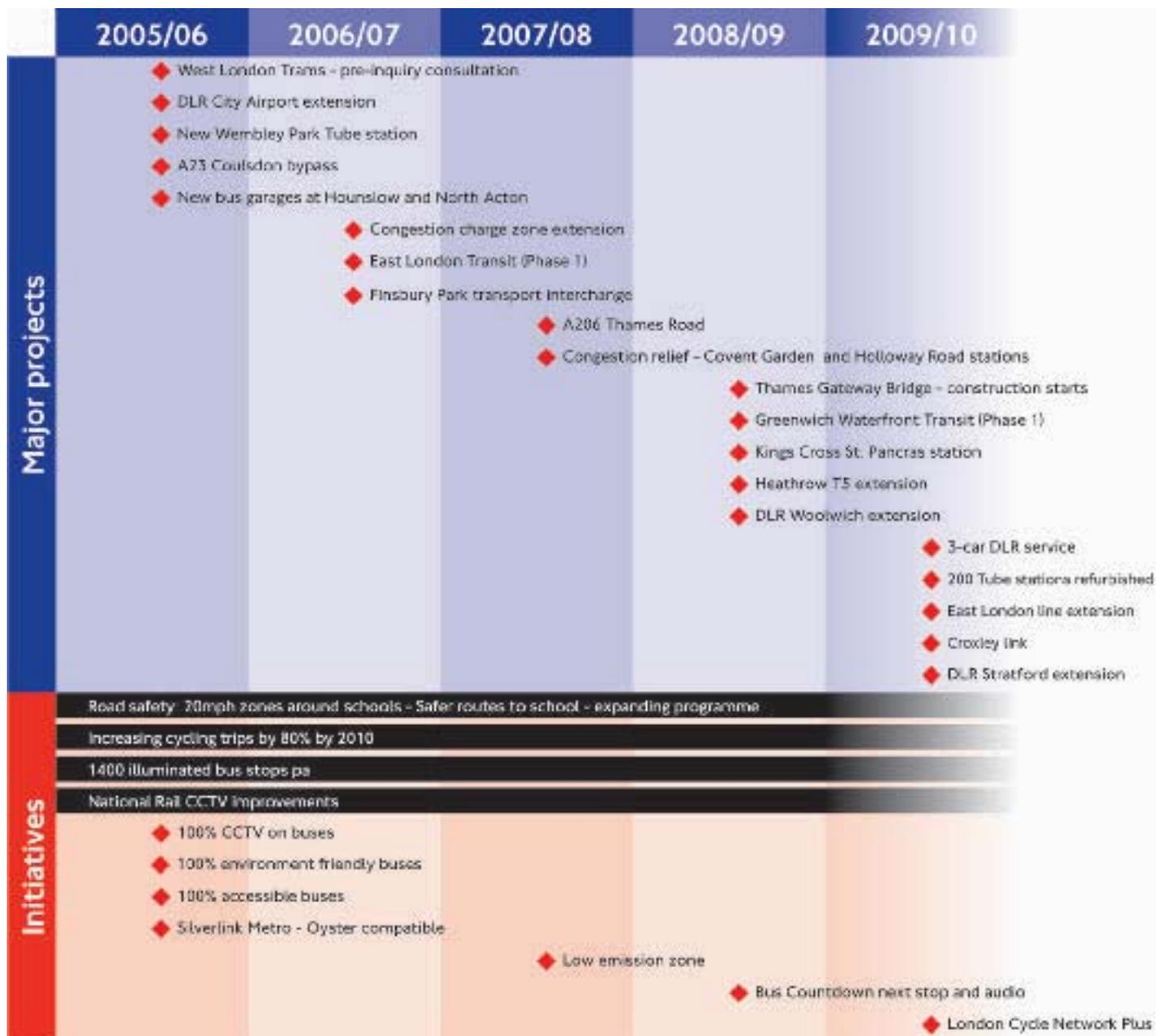


Image references

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|----|--|----|---|
| a. | Wembley Park project | g. | London Underground track upgrade works |
| b. | Stratford station new DLR platforms (artists impression) | h. | Greenwich Waterfront Transit (artists impression) |
| c. | Southwark Underground station | i. | Articulated Red Arrow bus fleet |
| d. | Southwark Underground station | j. | London's cycle network |
| e. | Thames Gateway Bridge (artists impression) | k. | Hoxton station (artists impression) |
| f. | A23 Coulsdon by-pass | l. | Croydon Tramlink |
| | | m. | DLR trains |