## Location

<table>
<thead>
<tr>
<th>Location</th>
<th>Borough</th>
<th>Highway Authority</th>
<th>Action being taken</th>
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<tbody>
<tr>
<td>1. St. George’s Road/London Road/Elephant &amp; Castle Junction</td>
<td>Southwark</td>
<td>TfL</td>
<td>In the last few years TfL has been in discussions with Southwark Council and their regeneration partner Lend Lease (LL) over the redesign of this junction. Significant modelling and assessment work has been undertaken to develop a conceptual scheme taking into account the significant constraints, including bus interchange (380 buses per hour), general traffic movements (including cyclists), increased LUL trips as well as pedestrian movements associated with the Heygate and Shopping Centre redevelopment. Southwark/LL are currently in the process of finalising a conceptual layout for the roundabout (master plan) which will form the basis of a planning application submitted in early 2012. Post approval there will be a period of refinement of the conceptual design taking detailed consideration of cycle movements and cycle safety throughout the proposed layout. The Elephant and Castle bypass forms part of Barclays Cycle Superhighway (BCS7). The improvements to riding surface, crossings, and wayfinding, along with marketing and promotion of the this route, have contributed to the 300% increase in cycle traffic around the bypass since the launch of the Superhighways.</td>
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<td>2. Clapham Road/Kennington Park Road/Camberwell New Road Junction</td>
<td>Lambeth</td>
<td>TfL</td>
<td>This junction was significantly remodelled as part of BCS7. In the process the previous southbound left turn slip road from Kennington Park Rd onto Brixton Rd for general traffic was removed, retaining only a free-flowing bus lane. In the previous arrangement the lane for general left turning traffic was unsignalised, and speeds were high, meaning intimidating conditions for cycling. The new layout removes</td>
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the need for southbound BCS7 cyclists to traverse such a lane to continue straight on the A3. The left turn has been signalised and significantly calmed. There are other options for less confident southbound cyclists such as waiting in the hatchings at the start of the island for a red light before progressing to the cycling advance stop line (ASL) when surrounding traffic is stationary; or going off-carriageway and using the toucan crossings. The blue surfacing through the junctions in both directions also helps increase visibility of cyclists to motorists and reduces conflict. The northbound approach to the junction of the A3 with Harleyford St has been reduced from 3 lanes to 2, with the nearside lane surfaced in Superhighways blue, which has been shown to encourage cyclists to adopt the primary riding position away from the kerb which helps reduce conflict between themselves and left turning traffic. Blindspot safety mirrors have also been fitted at this location. New ASLs have been implemented at the junction of the A3 and Kennington Rd, and the cycle lane on the northbound approach to this junction to continue on the A3 has been widened from less than 1m to 1.5m. The left slip northbound onto Kennington Rd has been reduced from 2 lanes to one plus a 1.5m cycle lane. The island at the junction of Kennington Rd and Kennington Park Rd was remodelled to allow these changes, including repositioning of the CCTV column.

BCS5 will further improve conditions for cycling through this junction when it runs east-west from Harleyford St to Camberwell Rd in 2013.

| 3. Strand/Northumberland Avenue/Whitehall Junction | Westminster Borough | Following identification of £878,000 of Local Implementation Plan funding for safety schemes throughout Westminster, TfL officers have started engagement with the borough to ensure that this location is considered |
Lambeth | TfL | Plans are being developed to improve signage in this area in order to provide cyclists with information about safe routes to Waterloo station that provide an alternative to navigating the roundabout at this junction. The scheme proposal also involves introduction of streetscape improvements to complement the introduction of London’s largest Cycle Hire docking station outside Waterloo mainline station.

The scheme primarily seeks to improve the safety of cyclists on the TLRN by providing improved wayfinding assistance for cyclists heading from and towards the Waterloo station vicinity, avoiding the roundabout, in addition it includes measures to minimise conflict at the toucan crossing on York Road. The scheme is expected to be delivered by March 2012.

City of London | Borough | A thorough analysis by the borough last year identified that a major change to the highway infrastructure at this junction would be required to reduce the number and severity of casualties. To achieve this, the City of London is preparing an Area Strategy covering this location. The City has also submitted Bank as a major scheme to TfL as part of the recent round of LIP submissions.

Southwark | TfL | Works to convert the roundabout to a signalised roundabout were undertaken between June 2010 and May 2011. Advance Stop Lines, Toucan crossings and Shared Use pavements were provided on all arms of the junction.
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<th>7. Hyde Park Corner</th>
<th>Westminster</th>
<th>TfL</th>
<th>Proposals are currently being developed for Barclays Cycle Superhighway Route 9 (CS9), which is planned to terminate at Hyde Park Corner. Cycling improvements at Hyde Park Corner are being considered as part of this. Proposals are still in the early stages of planning and are not yet confirmed.</th>
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<td>8. Millbank/Lambeth Bridge Junction</td>
<td>Westminster</td>
<td>TfL</td>
<td>Barclays Cycle Superhighway Route 8 (CS8) has been implemented on Grosvenor Rd and Milbank, and mandatory cycle lanes installed on entry and exit at the Millbank arm with Lambeth Bridge to improve cycling safety at the roundabout. Cycle measures were also incorporated in the recently resurfaced Lambeth Bridge, including the widening of the westbound mandatory cycle lane.</td>
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<td>9. Clerkenwell Road/Farringdon Road Junction</td>
<td>Islington</td>
<td>TfL</td>
<td>The major cycle movement is East-West for which cycle measures have been implemented primarily by London Borough of Islington. However these measures have been compromised by structural issues with the bridge over the LU/NR rail lines. With the context of the Crossrail redevelopments we will reopen discussions with the borough to consider options for improvements.</td>
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| 10. Albert Embankment/Kennington Lane/Wandsworth Road Junction | Lambeth | TfL | CSH 5 will run through Vauxhall Gyratory on the A202 and will provide a safer route for cyclists. Planned improvements include new sections of cycle lane, blind spot visibility mirrors, and changes to traffic islands and kerblines to reduce traffic speeds and improve safety. Proposals at Vauxhall Gyratory as part of BCS5 include:  
- The removal of a general traffic lane under the rail bridge southbound and the provision of a mandatory cycle lane with protecting island  
- Provision of continuous blue |
surfacing in both inbound and outbound directions to aid wayfinding and raise awareness of cyclists amongst motorists

- A new bus lane inbound along Harleyford St between the Oval and Vauxhall station, and extension of existing inbound bus lane on Harleyford Rd to the ASL at the junction with Durham St
- Extension of ASL at junction of Durham St and Harleyford St from half width to full width
- Improvements to existing (non-Superhighway) cycling facilities to enable better connections to and from BC55
- Change to priorities at Durham St/Kennington Lane junction to give BC55 cyclists right of way
- Kerb build-outs on Kennington Lane between the rail bridge and Durham St to calm traffic, reduce weaving by motor traffic, and provide additional cycle parking to serve the commercial premises
- Provision of a mandatory cycle lane on Durham St
- Provision of a new ASL at the junction of South Lambeth Rd and South Lambeth Place
- Blue surfacing and new mandatory cycle lane through the bus station
- Changes to islands to remove pinchpoints
TfL is currently developing and delivering a number of schemes on the TLRN in Haringey. When designing new schemes, TfL analyses the history of all casualties for the site and develops engineering solutions designed to bring about improvements in road safety. Current schemes include the following:

- The A1-North Hill/Aylmer Road junction (there is a school nearby and the scheme which will commence on site in December 2011 will provide wider pavements and safer crossing facilities)

- The A1-Archway Rd/Causton Road/Northwood Road junction (A recent study indicated that the site has an above average collision record and currently various options are being developed to address safety issues)

- The A10- Great Cambridge Road/White Hart Lane junction (the scheme assessed safety issues of all road users including pedestrians and wheel chair users. Whilst the main element of the scheme focussed on reduction of vehicle collisions and congestion, pedestrian accessibility has already been improved by altering a section of the pavement approaching the junction and additional work will be done as part of the main scheme which is currently at the consultation stage)

TfL is also developing a major project to remove the gyratory system at Tottenham Hale. Three schools located in the vicinity of the gyratory will directly benefit from the implementation of the project. Broad Lane is being transformed into a 20mph single carriageway road which will see a 60% decrease in traffic volume. Additionally, the footway outside Earlsmead School will be widened and a new raised zebra crossing will be implemented at this location, improving the safety of pupils arriving and leaving the school.

At Monument Way a new pedestrian crossing and opening in the wall (on the north side of Monument Way) will create a new link connecting the communities on both sides of the road. The Wellbourne Primary School and The Green Church of England School will benefit from this...
new link which will reduce the number of crossing points and will remove the need to walk along the heavily trafficked Monument Way.

The LIP funds a number of schemes and initiatives. TfL is working in partnership with the Council to develop and implement a Smarter Travel Strategy (STS) which, when combined with their Local Corridors and Neighbourhood Programme, should result in significant reduction in child pedestrian casualties. In 2011/12, the Council dedicated £500k to the STS programme which includes initiatives such as:

- Developing school travel plans and promoting road safety in schools
- Smarter travel road-shows promoting travel awareness and health
- Developing road safety education, training and publicity measures
- A Safe and Efficient Driving and Road Safety Campaign
- Cycle training to increase safe cycle usage

The Borough has also commissioned a study to analyse road casualty data and identify specific local safety measures and area wide traffic management measures to reduce road collisions, particularly focusing on vulnerable road users, including child pedestrians. This study has been used for target setting for reductions over the period of the Mayor’s Transport Strategy.

Haringey’s Corridors and Neighbourhood programme proposals include improvements to pedestrian crossing facilities, speed reducing features, enforcement of speed limits with partners in the Metropolitan Police, and area wide treatments through 20mph zones.

As well as these activities that are targeted specifically within the Borough, TfL also runs London-wide campaigns aimed at pedestrians, and particularly young people. One of the most vulnerable age groups are teenagers, and the current campaign directed at this age group is entitled ‘don’t let your friendship die on the road’.

TfL, in conjunction with London Boroughs, also runs the Children’s Traffic Club, an educational programme with pre-school age children embedding the most basic road safety skills at an early age.
Appendix C - Q132 / 2011  Cuts to bus services

FREQUENCY REDUCTIONS SINCE OCTOBER 2008
(includes network changes resulting in reduced frequencies on sections of road)

6 (Willesden - Aldwych): Reduced peak frequencies, following a review of demand. (Dec-10)

8 (Victoria - Bow Church) and N8 (Victoria - Hainault): Withdrawn between Victoria and Oxford Circus. This section replaced by an extension of 24-hour route C2. (Jun-09)

15 (Blackwall Tunnel - Paddington) and N15 (Romford - Paddington): Withdrawn Regent Street-Paddington as part of programme to reduce bus flows on the busiest section of Oxford Street. Route 159 extended from Marble Arch to Paddington in part-replacement and becomes a 24-hour service. (Aug-10)

23 (Westbourne Park - Liverpool Street): Reduced peak frequencies following a review of demand. (Nov-10)

25 (Ilford - Oxford Circus): Frequency changes on conversion to double-deck. Generally substantially increased. On Monday-Saturday daytimes journeys run alternately Ilford-Oxford Circus and Ilford-Holborn Circus. Hence reduced frequency Holborn Circus-Oxford Circus at these times. This service pattern gives sufficient capacity on each part of the route. (Jun-11)

26 (Hackney Wick – Waterloo): One journey in each peak removed following review of demand. (Jun-11)

52 (Willesden – Victoria): One peak journey removed following review of demand. (Apr-11)

69 (Walthamstow-Canning Town): One journey in each peak removed as part of scheme to extend routes 97 (Chingford-Leyton) and 241 (Canning Town-Stratford) to Stratford City. Significant increase in net service level on local network. (Sep-10)

92 (Ealing Hospital - St Raphael's North): Reduced frequency in the very late evenings in order to meet requests for extended hours of operation without an increase in overall costs. (Nov-10)

73 (Victoria – Seven Sisters): Withdrawn between Stoke Newington and Seven Sisters. This section of route 73 was served only by buses to or from the garage. It continues to be served at very high frequency by routes 76, 149, 243 and 476.(Sep-11)

Contact Officers: Andrew Miles (07738 140 788 andrew.miles@tfl.gov.uk)
98 (Willesden - Holborn): Reduced peak frequencies following a review. (Dec-10)

105 (Heathrow-Greenford): Diverted to run direct between Heathrow Central and Harlington Corner, omitting the Compass Centre loop. The Centre is still served by routes 81, 423 and U3. Follows a review and increases net overall benefits for users of the network by delivering faster journey times for a high number of passengers. (Jul-11)

113 (Edgware - Marble Arch): Withdrawn between Selfridges and Oxford Circus as part of programme to reduce bus flows on the busiest section of Oxford Street. (Nov-09)

149 (Edmonton Green – London Bridge): Frequencies reduced on Saturdays following review of demand. (Oct-10)

176 (Penge - Oxford Circus): Withdrawn between Tottenham Court Road and Oxford Circus as part of the programme to reduce bus flows on the busiest section of Oxford Street. (Jan-09)

179 (Chingford – Barking): Route diverted at Ilford Station to run to Ilford town centre. Section between Ilford and Barking replaced by new routes EL1 and EL2 as part of the East London Transit scheme, giving substantially increased service levels overall into the Barking Riverside area. (Feb-10)

186 (Northwick Park Hospital - Brent Cross): Re-routed in the Grahame Park area to give new links to Brent Cross and extra capacity. Hence reduced frequency on part of Watford Way – still served by route 113 every ten minutes. (Nov-09)

208 (Lewisham - Orpington): Revised to run as a through service instead of two overlapping sections, to give a better overall match between capacity and demand on the local network. Combined with frequency increase and extension on route 320. Hence increased frequency Bromley Common – Biggin Hill and reduced frequency Bromley Common – Orpington. (Aug-10)

328 (Golders Green Station - Chelsea, World's End): Reduction in frequency during peaks and interpeak. (Apr-11)

349 (Ponders End - Stamford Hill): Withdrawn between Stoke Newington and Stamford Hill following review. Frequencies reduced. This section still served at very high frequency by routes 67, 76, 149, 243 and 476. (Oct-10)

359 (Selsdon - Addington Village): Frequency reduced from every 30 to every 35 minutes in order to improve overall reliability at appropriate cost. (Jan-11)

Contact Officers: Andrew Miles (07738 140 788 andrew.miles@tfl.gov.uk)
427 (Uxbridge – Acton): Reduced Sunday frequency, in conjunction with new Sunday service on route 607 (Uxbridge-White City). Hence substantial net increase in service on the Uxbridge Road corridor. (Apr-10)

686 (Romford – St. Edward’s School): Reduced frequency. (Sep-11)

689 (West Norwood – Burntwood School): Withdrawn and extra service introduced on 690. (Sep-11).

E2 (Greenford-Brentford): Converted from single-deck to double-deck. Frequency reduced from 10bph to 8bph but capacity increased(May-09)

E3 (Greenford - Chiswick): Frequency reduced from 10bph to 9bph following review of demand. (May-09)

H32 (Hounslow - Southall): Frequency reduced from 7bph to 6bph, following introduction of new parallel route 482 (Heathrow T5-Southall). Net increase in frequency on parallel section. (Mar-09)

P13 (Streatham - New Cross Gate): Re-routed away from Asylum Road and Old Kent Road to give a more direct link to New Cross Gate via Queen’s Road. Asylum Road still served by route P12. (Oct-09)

PR2 (Wembley Park – Willesden Junction): Low frequency service withdrawn as part of scheme to better-reflect demand in the wider Park Royal area giving higher frequencies over key links. Route 206 extended to Wembley Park. Route 224 diverted to give an overall net frequency increase between Park Royal and Brentfield Road. (Oct-11)

N8 (Oxford Circus – Hainault): Weekend frequencies reduced east of Stratford and increased west of there, to match capacity with demand. (Jul-11)

N171 (Bellingham - Tottenham Court Road): Withdrawn between Catford and Bellingham in order to serve Hither Green instead. (Apr-11)

N213 (Kingston - Croydon): Service withdrawn between Sutton and Croydon due to low demand. (Jul-09)

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