# **Transport for London**



## **Roads Task Force**

**Response to Consultation** 

December 2012

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## 1 Background

1.1 Roads are vital to the Capital's economy and to movement around the city; roughly 80% of all passenger trips and many freight trips in London are made by road. London's roads are also important public spaces and are the location for economic and social activity.

However, London's roads face a number of challenges in the short, medium and long term:

- Conflicts between competing uses and users
- Need for significant investment and London's road asset, to ensure they are fit for a 21st century city
- Growth in London's population and employment will add to existing pressures on the road network
- Rising expectations of quality of public space
- Imperative to continue improving safety on London's roads

To meet these challenges, London needs a strategy for the development, design and management of its road network, building on the work of the Mayor's Transport Strategy and developing policies further.

A re-invigorated, integrated approach is needed to develop this strategy, it will also help define the Mayor's 2020 Vision for the Capital. The Mayor has asked for this vision to be developed with the help of the Roads Task Force.

The Roads Task Force has been set up to help shape the future of London's transport system. In his manifesto the Mayor set out his intention to develop a road network fit for the 21<sup>st</sup> Century. A road network that should support London's sustainable and social economic growth; be more reliable; be no more congested than it is today (and ideally less congested); safer; cleaner and healthier for all users; and better serve local communities and contribute more positively to the urban realm.

The Road Task Force is due to report to the Mayor in Spring 2013. Membership of the Roads Task Force can be found in Appendix A.

## 2 Introduction

- 2.1 The Roads Task Force was specifically tasked with advising on:
  - The challenges facing London's road network in the short, medium and longterm; and
  - Potential options for short, medium, and long-term improvements in the network to help support London's growth while transforming the urban realm, cutting pollution and easing congestion.
- 2.2 To assist in this, Transport for London (TfL) invited comments from the wider stakeholder community and the public to ensure as broad a cross section of viess are considered by the Roads Task Force.
- 2.3 A consultation was held from mid-July 2012 to late September 2012, the responses received are detailed in this note. The responses have been used by the Roads Task Force in confirming the challenges and potential solutions.

### 3 The consultation

3.1 The consultation was designed to enable TfL to understand the opinions of its partners and stakeholders in relation to the work of the Roads Task Force, its approach and priorities.

The objectives of the consultation were:

- To provide stakeholders with information about the work of the Roads Task Force and gather feedback on views of stakeholders
- To understand concerns
- To allow respondents to make suggestions
- 3.2 Details of the consultation were made available online at <a href="mailto:consultations.tfl.gov.uk/roads/taskforce">consultations.tfl.gov.uk/roads/taskforce</a>, and were sent by email (wherever possible) to stakeholders. Members of the public were also able to access the consultation website and submit their views online, by email or post.
- 3.3 Respondents were asked to provide their views on each of the following questions:
  - CHALLENGES: What are the main challenges facing London's roads, over the Short-term?
  - 2. **CHALLENGES**: What are the main challenges facing London's roads, **Medium-term?**
  - 3. **CHALLENGES**: What are the main challenges facing London's roads, over the **Long-term?**
  - 4. APPROACH: How should the competing demands on road space be defined and managed systematically? For example the balance between the competing demands of different road users or between the role of London's roads as corridors for the movement of goods and people and their role as public spaces.
  - 5. **SOLUTIONS**: What are the range of policy and investment options available to meet the short, medium and long-term challenges facing London's road network and how might these vary across London?
  - 6. **DELIVERY**: Which of these options would you prioritise given the inevitable constraints in terms of physical space, funding and delivery capacity?
  - 7. Are there any other issues you might want to raise?

## 4 Overview of consultation responses

4.1 A total of 118 responses were received. A breakdown of these responses can be found below:

Table 1: Consultation responses by respondent

Respondent	Number
Members of Public	58
London Borough*	25
Cycling Lobby and users	6
Academic	2
Utility companies and groups	2
Business Groups	4
Motoring Groups	3
Transport User Groups	2
Charities (age and sustainability)	2
Freight and Coach Industries	2
Emergency Services	1
GLA Transport Committee	1
LoTAG	1
Other transport modes (air and rail)	2
Property	1
Private Hire	2
Sustrans	1
Transport Partnership	2
Walking	1
Urban Design	1
Total	119

<sup>\*</sup>Two responses were received from London Borough of Tower Hamlets. These have been treated as one response.

4.2 Respondents submitted a range of comments and suggestions.

Altough the comments that came back differed, they can be grouped into key themes. The analysis of responses has been broken down into three key categories, responses from the Boroughs, responses from other stakeholders and responses from the public.

4.3 Responses received to the challenges were either supplied based on the questions relating to short, medium and long-term challenges or provided as overall

challenges. These have been categorised into key themes, along with the solutions, approach and priorities outlined in each response.

## **Transport for London**



## 5 Responses from London boroughs

5.1 25 London Boroughs responded to the consultation. There were two responses received from the London Borough of Tower Hamlets, these have been treated as a one response.

### Main issues and suggestions raised

5.2 The main points and suggestions raised by this group are listed below:

#### Summary of comments received

- 5.3 Challenges A wide range of challenges were identified by the boroughs, the key challenges were identified as below (in order of total number of responses received). The full list of challenges (overall, short, medium and long-term) can be found in appendix B:
  - 60% of Boroughs identified the impact of population/economic growth as the main challenge.
  - 60% of the Boroughs that responded stated increasing pressure on road space from all users (congestion) as a major challenge.
  - Air Quality was listed by 56% of boroughs that responded as a key challenge.
  - 48% of the Boroughs stated that noise pollution and vibration issues were a key challenge.
  - Road Safety was identified by 44% of the boroughs
  - The physical condition of the road network was mentioned by 44% of the Boroughs that responded.
  - Encouraging the use of sustainable transport was a challenge mentioned by 28% of the Boroughs that responded.
  - 25% of boroughs responded stated that the following three challenges were also of significant importance:
    - Prioritising smoothing traffic over road safety
    - Impact of freight service levels
    - Managing streetworks
- 5.4 **Approach** again, the boroughs provided a wide range of responses to this question, the key themes (in order of total number of responses received), are as follows:
  - A road hierarchy should be adopted
  - Ensure the needs of cyclists and pedestrians are considered in all schemes
  - Give priority to pedestrians and cyclists
  - Continue to encourage sustainable modes

- Consider the balance of link and place
- 5.5 **Solutions** the Boroughs provided a comprehensive list of solutions. The key themes are listed below:
  - Maximise SCOOT, UTC and ITS
  - Travel demand management and travel plans
  - Reallocate/reprioritise road space in favour of sustainable modes
  - Mitigate against impact of freight operations
  - Investment in rail capacity to provide alternative to road
- 5.6 **Delivery** the Boroughs provided a wide range of suggested priorities, the key themes are as follows:
  - Consider retaining the most effective elements of the ORN/PRN/TLRN from games time
  - Investment in roads to support local centres and economies
  - Positive demand management
  - Haulage to consider other modes of transport (rail/river/canals)

A table of all the Borough Responses can be found in appendix A. These have been categorised into key categories.

## 6 Overall Inner/Outer London Borough Feedback

10/12 Inner London Boroughs responded to the consultation:

Camden

City

Hackney

Hammersmith and Fulham

**RBKC** 

Lambeth

Lewisham

Southwark

**Tower Hamlets** 

Westminster

15/20 Outer London Boroughs responded:

Barking and Dagenham

Barnet

Bexley

**Brent** 

Croydon

Ealing

Enfield

Haringey

Harrow

Hillingdon

Hounslow

Redbridge

Richmond upon Thames

Sutton

Waltham Forest

Overall, both outer and inner London boroughs regarded noise and air pollution, increasing road space for all users and the impact of population and economic growth as key challenges. However, inner London boroughs cited the impact of freight and servicing levels as a key challenge for the central London Boroughs, as well as managing streetworks. In contrast, outer London boroughs highlighted the physical condition of the road network and smoothing traffic over road safety as key challenges. Short and long term challenges also reflected the condition of the road network. In the short term, inner London boroughs favoured improving air quality, noise pollution and cycle safety, and adopting more sustainable modes of travel.

Both inner and outer boroughs favoured adopting a London wide road hierarchy as an approach, with inner London boroughs also citing the adoption of sustainable modes of travel. Solutions varied between inner and outer boroughs, with the former seeking to manage demand and congestion, with a focus on buses, and the latter focusing on company travel plans and TDM and demand management technology. In terms of delivery,

both inner and outer boroughs favoured investment in roads to support local centres and economies, with outer boroughs highlighting the need for haulage companies to consider other methods of transportation such as rivers/canals.

#### **Inner London boroughs**

### Overall challenges

- 80 per cent remarked on air quality as a key challenge
- 70 per cent cited increasing pressure on road space from all users (congestion) as a key overall challenge, the impact of population/economic growth and noise pollution.
   70 per cent also think that road safety should be a prime consideration

#### Short term challenges

 Key short term challenges include tackling air quality and noise pollution and cycle safety in inner London

### Approach

- 40 per cent believe a road hierarchy should be adopted London-wide
- 40 per cent believe that we should continue to encourage sustainable modes

#### **Solutions**

 50 per cent favour a collaborative approach with buses to review the way in which the bus network is developed

#### Delivery

 40 per cent believe we should consider retaining successful Olympic measures such as the ORN/PRN/TLRN

#### **Outer London boroughs**

#### Overall challenges

- 60 per cent cite the physical condition of the road network
- 53 per cent cite increasing pressure on road space from all users (congestion) and the impact of population/economic growth as key overall challenges
- 40 per cent cite air quality as key issue

#### Short term challenges

Improving the condition of all roads and footways is a key short term challenge

### Long term challenges

• Long term structural deterioration of all roads due to roadwork activities resulting in patch repairs

### **Approach**

• 40 per cent think that a road hierarchy should be adopted London wide

### **Solutions**

• 40 per cent favour company travel plans and TDM. Maximising the use of SCOOT, UTC and ITS was also mentioned by several outer boroughs as a possible solution.

### **Delivery**

• A wide array of delivery options were favoured, ranging from funding for schemes and improvements to demand management

## 7 Responses from other stakeholders organisations/groups

7.1 A total of 35 stakeholder groups/organisations responded to the consultation. These can be broken down into the following groups:

Cycling Lobby and users	6
Academic	2
Utility companies and groups	2
Business Groups	4
Motoring Groups	3
Transport User Groups	2
Charities (age and sustainability)	2
Freight and Coach Industries	2
Emergency Services	1
GLA Transport Committee	1
LoTAG	1
Other transport modes (air and rail)	2
Property	1
Private Hire	2
Sustrans	1
Transport Partnership	2
Walking	1
Urban Design	1

### Main issues and suggestions raised

7.2 The main points and suggestions raised by this group are shown below.

#### Summary of comments received

- 7.3 **Challenges –** The stakeholder feedback was very similar to that of the Boroughs in terms of identifying the challenges. Listed below are the top challenges arising from stakeholders in order of number of responses received. A full list of all the responses received by stakeholders can be found in Appendix C:
  - 47% of all stakeholders stated increasing pressure on road space from all users (congestion) as a major challenge
  - 35% of all stakeholders cited the impact of population/economic growth as a key concern
  - The physical condition of the road network was raised by 26% of stakeholders

- Air Quality and pollution were raised by 24% of stakeholders
- Road safety was also raised by 24% of stakeholders
- 7.4 **Approach** There were a very wide range of responses to this question, many of them were very specific (full list in Appendix C). As there were so many different responses, the responses were then grouped into specific themes.

Of all the responses the top theme was Sustainable Transport and Behaviour Change. Within this theme, the top priority was to **prioritise sustainable modes of transport**.

There were several responses within this category that were similar, the general feeling being that priority should be given to walking and cycling in terms of funding, and road space allocation. In addition greater encouragement and incentives were suggested for using public transport.

There was a wide range of suggestions relating to **TfL Policy and Guidance**, including:

- Clear objectives for schemes
- Risk assessment should be at the core of road design and provision
- Clear London wide policy on the role of public space
- The wider needs of Londoners with regard to safety and the environment
- Ensure coordination between all policy areas
- 7.5 **Solutions** The solutions suggested by stakeholders varied extensively, and the full details can be found on the table in Appendix C. The key themes that were identified were:

#### Management of the road network

Specific suggestions included:

- Greater use of traffic management
- Improve/review signage
- Provide capacity redundancy into the network

#### **Traffic Signal Upgrades**

Specific suggestions included:

- Maximise the use of SCOOT, UTC and ITS
- Review current signal equipment and technology, ensure upgrades are appropriately funded
- Review and re-phase traffic signals

### **Freight Management**

Specific suggestions included:

- Review of over restrictive Lorry Control Scheme
- Work with logistics industry to do things differently, while developing multi-modal logistics strategy that maximises opportunities for freight by water and rail

### **Major Infrastructure**

Specific suggestions included:

- Removal of one way gyratory systems
- Focus on junction improvements, traffic light phasing, traffic calming and traffic flow management
- 7.6 **Delivery** There were a wide range of priorities suggested by stakeholders (as outlined in Appendix C)

The most frequently mentioned priority was:

 Consider retaining the most effective elements of the ORN/PRN/TLRN from games time

### Followed by:

- Segregated cycle facilities to minimise risk of collision
- Expedite the delivery of the new East Thames Crossings
- Deliver a network of freight consolidation centres around London to support smarter logistic operations and deliver savings

## 8 Stakeholder Organisations by category/group

Below are the main responses from key stakeholder groups, which illustrate the different priorities and challenges that were identified by each of the various stakeholder groups. :

### Pan London Representative Groups (principally public transport)

- The principle challenges identified were congestion arising from all road users and population growth
- The approach favoured by this group of stakeholders was to reinstate the road user hierarchy
- The solution favoured by each of these stakeholders was to encourage the use of sustainable transport through behaviour change
- There was no convergence on how to deliver this solution

### Freight and Coach

- The principle challenges identified were congestion arising from all road users and population growth
- Improving road safety was a key approach

### **Motoring**

- Diverse overall challenges identified, from the physical condition of the road to a full review of the congestion charge
- Main short term challenge of scrapping the Congestion Charge and maximising the provision of parking
- Several medium term challenges including addressing borough funding for road safety and focusing on road danger and casualty reduction
- Long term challenge of delivering transport projects such as upgrading north and south circular routes and adopting a life long learning approach to improve walking, riding and driving standards
- Approaches favoured include balancing competing demands between road space users, adopting a London-wide road hierarchy and incorporating risk assessment at the core of road design and provision
- Very wide range of solutions, from increasing road capacity to deal with congestion, providing more orbital routes and more reliable and higher volume routes between regional centres to encouraging higher polluting vehicles to move to less polluting ones
- Wide range of delivery options, from prioritising policies based on strict economic criteria to the formation of clear road hierarchies.

#### **Sustainable Transport/Sustainability**

- Both support a long-term goal of changing behaviour
- Both favour an approach that addresses congestion and provides a greater emphasis on cycling
- Both favour solutions that promote sustainable transport and behaviour change

## Walking

- Overall challenges involve a range of environmental factors, including air quality and climate change issues, promoting sustainable transport and promoting healthier lifestyles, and
- Favour an approach that balances link and place, adopts a modal hierarchy/modal shift and promotes sustainable transport. Innovation through TDM is also favoured as an approach
- Focused on the public realm for solutions, including pedestrian-friendly streets and removal of street clutter. Also favour events and campaigns to promote road safety
- Favour travel demand management as a mode of delivery, as well as retaining successful aspects of Olympic travel. Also favour smarter travel schemes such as walk to school.

### Cycling

- Short term challenges involve demand management
- Long term challenges are wide-ranging, from economic and environmental factors to encouraging modal shift
- Favoured approaches to tackling these issues focus on improving aspects of roads, such as safety, pricing and space allocation. Also favour sustainable transport and behaviour change approaches
- Main focus on road pricing for delivery, also wayfinding for cyclists

#### Land

- This stakeholder identified overall challenges including the effect of congestion, environmental factors, and road safety
- Short term challenge of maintaining journey time reliability, especially for buses
- Approach favoured of balancing link and place, especially concerning reviewing the function of the roads, and prioritising sustainable modes of travel

- A wide range of solutions put forward including reducing the impact of through traffic
  and bus stop redistribution to reduce congestion, junction improvements and the
  removal of one-way gyratory systems. Improvements to the public realm were also
  cited as key solutions as well as improving road space allocation and sustainable
  transport and behaviour change.
- Delivery methods include reviewing the likely impact of Crossrail and considering the retention of certain Olympic measures

#### **Utilities**

- Overall challenges include lack of a systematic way of listening to users of the road network and utility and roadworks issues.
- Favour an approach that looks at enforcement such as timed loading bays and more flexible speed restrictions, in addition to encouraging more collaborative working
- Proposed solutions range from improving utility and roadworks management, an independent study into the causes of congestion and maximising on CIL, S106 and TIF.
- Delivery options favoured by both concern reviewing utility and roadworks policy and guidelines

#### **Urban Realm**

- Overall challenge includes addressing the damage caused by climate change and other environmental factors
- An approach that favours strategies and tools for London wide policy

#### **Business**

- Increasing pressure on road space from all users (congestion) and air quality are main overall challenge
- One approach is to provide additional capacity to support the Blackwall Tunnel and Dartford Crossings through additional river crossings
- Possible solution include learning lessons from the Olympics and using traditional and one way car clubs
- Favoured delivery option is to consider retaining the most effective elements of the ORN/PRN/TLRN

### Other transport modes (Rail and Air)

• Medium term solution of getting unnecessary traffic off the roads

#### Taxi and Private Hire

- Overall challenges include conflicting priorities between road users and the impact of population/economic growth
- Short term challenges range from improving main arterial routes into London to improving road safety an increase in cycling against a backdrop of poor infrastructure
- Medium term challenges such as getting unnecessary traffic off the roads and encouraging sustainable modes such as public transport and cycling
- Range of long term challenges, including improving Journey Time Reliability and encouraging a shift from private car use to more sustainable modes of transport.
- Approach favours better communication and engagement with stakeholders and addressing conflicting priorities involving bus lanes. Road space allocation for cyclists in particular is also mentioned as another approach
- Solutions include better management of the road network, from integrated transport to the wider use of traffic management beyond London.

#### Academia

- Short term challenges include cycle safety issues
- A range of medium term challenges, most focusing on sustainable transport
- Several different approaches favoured, from devoting more funding to cycling to learning lessons from the Olympics
- Solutions involve schemes to improve cycling safety
- Delivery methods also focus on cycling and promoting sustainable transport

#### **Emergency Services**

- Several overall challenges such as the physical condition of the road, increasing pressure on road space for all users, impact of population/economic growth and improving the public realm and pedestrian safety
- Medium term challenge of addressing routes that bisect local centres and hinder non-motorised movements

### **Transport Consultancy**

- Overall challenges include the physical condition of the road, damage caused by climate and pressures caused by new developments/regeneration
- Several medium term challenges identified, including the potential impact of a major smog crisis, growth in cycling leading to an increase in conflicts and reintroducing trams
- Long term challenge of designing the road network to better withstand greater levels
  of use/climate conditions
- Approaches favoured include reducing impact of non-essential freight deliveries to free up road space, creating public space and ensuring the needs of cyclists and pedestrians in all schemes
- Solutions include initiatives that influence how and when the road network is used to make the best use of assets and greater use of traffic management control systems

### **Independent Transport Expert**

- Multiple overall challenges noted, from no systematic way of listening to users of the road network, the condition of the road network, higher priority given to investing in underground and rail and balancing between the needs and impact of parking
- Multiple approaches favoured, from better communication with road users to better management of the road network and a better approach to parking
- Several solutions put forward including improving bus hotspots, extending journey planner, ensuring more traffic police on patrol, better management of the road network and parking and improving traffic flow interventions
- Several delivery options favoured, from expediting the delivery of the new east Thames crossings to TfL should prepare a manual for boroughs with examples of good street management

## 9 Responses from the public

9.1 The main points and suggestions raised by this group are shown below, together with the number of respondents who stated the issue/suggestion. This consultation was not directly publicised, nor advertised to the public however we received 58 responses from members of the public via our online consultation portal.

## **Challenges: Short Term**

Safety of cyclists	28
Congestion	19
Safety of (vulnerable) pedestrians	19
Pollution	13
Poor road conditions	11
Competition for use	9
Dangerous road/junction designs	5
More awareness of all road users is needed	3
Too high KSI rate	3
Better enforcement of road laws	3
Too many taxis	2
Poor day time bus service	2
Too many unfit vehicles	1
Removal of counter-productive pedestrian guard-railing	1
How to do more with less	1
Population growth	1
Safety of all road users	1
More cycle parking needed to meet demand	1

## **Challenges: Medium Term**

Re-allocation of road space to accommodate walking and cycling more/ make attractive	27
Car congestion	14
Pollution	10
More transition to lower carbon vehicles	3
Introduce a comprehensive city-wide cycle network	3
Encourage 'Go Dutch' principles	2
Reduction in the number of car parking bays	2
Managing disruptions by utility companies	1
Changing business arrangements to off peak	1
Cost of maintaining and improving cycle lanes and facilities	1
Poor economic climate with growing population	1
Improvement in evidence base for to inform best approach	1
Just short of an outright ban on vehicle movements	1
Improve public transport	1
More bus lanes and/or cycle lanes in the suburbs	1
Introducing neighbourhood car rental schemes	

## **Challenges: Long Term**

Car congestion/Reduce the need for car journeys	24
Encourage/ prioritise growing trend (cycling etc) with safe and accessible	18
infrastructure	
Pollution	10
Transition to low carbon vehicles	4
More carriages on tube/rail	3
Too high KSI rate	3
Discourage individual private car use through higher charge	3
Use more space/cleaner/efficient transport	3
Impact of shortage of fuel	2
Create an integrated public transport system	2
Net immigration bringing car-centric lifestyle to London	1
Every user group to co-exist safely and efficiently	1
Mobility	1
Need a sustainable target for expansion of road users	1
Improve streets to reflect importance of public not motor traffic	1
Lack of tree cover	1
Set an annual cap on to motorised traffic	1

## Approach

Cleaner/efficient transport (cycling/walking) should have more priority	27
Segregate motor vehicles and pedestrian/cyclist	12
Promote alternatives to car	11
Copy other successful world cities	9
Improve safety for cyclists	8
Ban HGVs during peak hours	8
Apply lessons from Olympics (ORN/PRN)	7
Define the role of every road and remove the need for users to compete	6
Reinstate road user hierarchy	6
Encourage policies which favour the use of sustainable forms of	5
transport and discourage the use of private motor vehicles and taxis.	
Safety for all users	3
Convert more roads into Pedestrian only areas	3
Ban private cars from Zone 1	2
Allocate every individual with same amount of space regardless of	2
transport mode	
Thorough cost benefit analysis for every scenario	1
Individual motorised transport should be asked to pay the full costs of	1
their use of the streets	
Balance private and social costs	1

## **Solutions**

GE	GENERAL			
G	Cycle safety (paths which don't end abruptly/bridge safety) (19) 19			
G				
	system (17)			
G	'Go Dutch' (9)	9		
G	Wider implementation of 20 mph zones (8)	8		
G	Road budget should be more walking/cycling focused (8)			
G	More pedestrian areas/pedestrian friendly areas (7)	7		
G	Freight deliveries only at night (3)	3		
G	Recognise huge potential of cycling (3)	3		
G	Develop river services (2)	2		
G	Large, safe cycle parking spots near major locations (2)	2		
G	Expand cycle hire scheme (2)	2		
G	Expand congestion charging into outer London (2)	2		
G	More commercially funded infrastructure (emirates etc)	1		
G	Use WHO's economic assessment tool	1		
G	Taxis should pick up fares via the internet based on demand system	1		
G	Tax energy inefficient vehicles as they also contribute to congestion	1		
	and noise			
G	High quality bike paths not bike lanes	1		
G	Encourage less road use	1		
G	Clearer exposition of the road network in return for higher charges.	1		
G	Better collaboration with boroughs	1		
G	Introduce road pricing	1		
G	Manage 'blockage' incidents better (i.e. accidents, breakdowns)	1		
G	Better sign posting (especially for roads with cycle lanes)	1		
G	Clearly defined fines and penalties for careless driving	1		
G	Introduce more pedestrian countdown crossings	1		
	ORT TERM			
S	Redesign key junctions for safety (4)	4		
S	Accelerate TfL's 500 Junction review	1		
S	Define roles of roads	1		
	DIUM TERM			
M	Reduce number of (free) parking spaces (4)	4		
М	Keep level of road space for motor travel at minimum and increase	3		
	cycle space (3)			
LO	ONGTERM			
L	Put major roads underground (2)	2		
L	Expand most suitable mode of transport with expansion of road users	1		
L	Disconnect minor roads from road network, leave only for	1		
<u></u>	pedestrians and cyclist			

## Delivery

Allocate more road space to cyclists	17
Give greater priority to vulnerable road users (pedestrians/cyclist)	12
Promote active travel (walking / cycling) and bigger share of budget	11
Restrict use of motor vehicles	7
Safety for cyclists	7
'Go Dutch'	5
Wider use of 20mph zones	4

Ban heavy polluting vehicles	3
Educate the benefits of green travel at grass roots	1
Freight deliveries only at night	1
Do more with less, apply to every option	1

### **Other Issues**

Encourage cycling	4
Reduce dominance of motor vehicle	3
Cycle Superhighways good idea but of low standard	3
Better safety will make cycling the most popular form of transport	2
Too many cyclist deaths, motor vehicles should have no future in our city	2
Air quality	2
New roads infrastructure = increase in road traffic	1
More CCTV to cut down on dangerous drivers	1
Increase parking	1
TfL should have control of entire road network	1
Walking as leisure activity is often forgotten	1
Not just about getting from A to B, but "more importantly", knowing how to get from A to B	1
Don't listen to cycling groups	1
Poorly worded question, hard to understand and should have closed on Sunday night	1
Public health	1
Free consultation with Lubetech	1
Send all TfL planners and London Assembly members for a cycling week in the Netherlands.	1

# 10 Appendix A

The Roads Task Force is made up of representatives from a wide range of experts and interest groups, including:

Name	Title	Organisation
Steve Agg	Chief Executive	Chartered Institute of
		Logistics and Transport
Tony Armstrong	Chief Executive	Living Streets
Stephen Bagge	Business Development Executive	IBM
John Burch	Deputy Director, Operations	Confederation of Passenger Transport UK
Martin Brown	Director of London Region Operations for DHL Express	DHL
Patrick Clarke	Network Operations Director	UK Power Networks
German Dector-Vega	London Director	Sustrans
Robert Gifford	Executive Director	Parliamentary Advisory Council for Transport Safety (PACTS)
Prof. Peter Jones	Professor of Transport and Sustainable Development	University College London
David Leibling	Vice-Chair	London TravelWatch
Edmund King	President	The Automobile Association
David Leam	Director of Infrastructure	London First
Nick Lester	Corporate Director, Services	London Councils
Dr Leon Mannings	Transport Policy Advisor	Motorcycle Action Group (MAG)
Dr. Alice Maynard	Director	Future Inclusion
Miles Price	Planning and Transport Executive	British Land
David Quarmby CBE	Chairman	Royal Automobile Cab (RAC)
Jon Rouse	Chief Executive	Croydon Council
Oliver Schick	Chair of Policy Committee	London Cycling Campaign
Iain Simmons	Local Transportation Planning Manager	City of London
Jim Walker	CEO	Walk England
Danny Williams	Blogger	Cyclists in the City
Isabel Dedring	Deputy Mayor for Transport	Greater London Authority (GLA)
Leon Daniels	Managing Director, Surface Transport	Transport for London
Michèle Dix	Managing Director, Planning	Transport for London
Garrett Emmerson	Chief Operating Officer, London Streets	Transport for London
Ben Plowden	Director, Surface Planning	Transport for London

## 11 Appendix B & C

Appendix B shows a table of the key responses to each of the questions raised by the London Boroughs, these have been sub-categorised into key themes that arose from the consultation. Appendix C shows the key responses to the questions asked in the consultation document by Stakeholders.

Please note that on each table there are 4 different sections for the first question which asked about the challenges faced, this is due to the fact that some respondents replied to the question in the short, medium and long term, while others just provided the overall challenges.

# Appendix B

	Challenges			I	I	I			1			٦	Ι		<u> </u>		I				I	I	I	ı	1	1	ı	Т
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		Dagenham										ᆵ																
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Category	Overall		<u> </u>																								<u> </u>	
Accessibilty	Accessibility of road network for mobility impaired																										1	1
Congestion	Increasing pressure on road space from all users																										ء ا	_
	(congestion)																								1	-	15	2
Congestion	Footway crowding and congestion at peak times																										2	4
Congestion	Impact of traffic levels on bus frequencies and																											,
	journey times		-										<u> </u>										-					-
Congestion	Impact of freight & servicing levels																										6	1
Congestion	Bus congestion (tailgating)																										1	1 2
Delivery of transport projects	Improve coordination between transport and public																											,
	realm projects		-				-	-							$\vdash$								-		-	-	4	
Delivery of transport projects	Inflexible and slow decision making		├	₩	<del>                                     </del>		⊢	₩							$\vdash$						<del>                                     </del>	-	₩	├─	₩			4—
Domand managers	Worsening reliability and environmental conditions							l											l									
Demand management	with potential impact on residential areas through							l											l								4	<sub>1</sub> ]
Driver helpevieur	rat running		-	1			_	-							$\vdash$								-		1	<u> </u>	<u> </u>	<del>' </del>
Driver behaviour	Poor and erratic driver behaviour			-		_	-	├					<del>                                     </del>	-	$\vdash$						<del>                                     </del>	<del>                                     </del>	-	├	├	<del>                                     </del>	<sup>1</sup>	'
Environmental factors	Damage caused by climate (extreme hot and cold)						-	$\vdash$	-						┝								-		-		10	1
Environmental factors	Noise and vibration issues							-																			10	
Environmental factors	Air Quality		<u> </u>					Ь—																			14	
Environmental factors	Achieve 80% emmission reduction target by 2050			<u> </u>																						<u> </u>	<u> </u>	1 2
Funding	Availability of funding							<u> </u>																			2	
Funding	Visibility of spending decisions by TfL														$oxed{oxed}$												1	<u>' </u>
Funding	Level of investment																								<u> </u>		L 1	1
Funding	Ensuring roads are fit for purpose against																		I								l -	.[
	backdrop of limited highway maintenance budgets																										3	3
Government policy	Rail fare policy impact on road use																										2	2
Management of road network	Managing the road network efficiently																										2	2
Management of road network	Managing demand and reducing externalities																										2	2
Measuring performance	Ambitious road casualty reduction targets																										2	2
Modal hierarchy	Prioritising pedestrians																										3	3
Modal hierarchy	Conflicts between competing uses and users																										1	1
Madal biorarchy	Different priorities according to mode and																											
Modal hierarchy	according to journey type																										1	1
Modal hierarchy	Prioritise public transport and cycling without																											
Modal hierarchy	causing grievance to drivers and local residents																		l								1	1
Operation of the road network	Bus Services (excess waiting time caused by																											
Operation of the road fletwork	congestion)							$ldsymbol{ldsymbol{ldsymbol{ldsymbol{eta}}}$							$oxed{oxed}$												2	2
Operation of the road network	Tension between the need to ensure reliable and																		T									.1
operation of the road fletwork	reasonably fast movement																							<u> </u>			L 1	1
Quality of life	Quality of life Issues (impact on living close or on								1 7						l T		I		I								<b>I</b> .	.1
accounty of mo	TLRN)														<u> </u>												1	Ц
Quality of life	Quality of public realm, creating liveable streets,														l T												<b>I</b> .	.[
accounty of mo	places and green spaces								ļ						igsquare											<u> </u>	4	7
	How to create liveable new centres around major							l											l									
Quality of life	road corridors such as the A12 to meet population		l		I			I					1						l			1						.1
Overlife and life	and employment growth targets		_	-				-	-						<b>  </b>								<u> </u>		<b>—</b>	-	1	:
Quality of life	Coach travel impacts on local area		<u> </u>				<u> </u>	⊢	$\vdash$				<u> </u>		$\vdash \vdash$								<u> </u>	<u> </u>	<u> </u>		1	4
Quality of life	Understanding and quantifying the role of a street		<u> </u>					⊢					<u> </u>		$\vdash$								<u> </u>		_		<u> </u>	4
Quality of life	Balancing link and place			<u> </u>											igsquare								<u> </u>	<u> </u>		<u> </u>	4	1
Quality of life	Need to expedite strategic movements comes at a							l											l									
Quality of life	heavy price in terms of quality of public realm		l		I			I					1						l			1					1	1 .
Road condition	The physical condition of the road network																				1				t		10	_
Road condition	Impact of road severance on local communities																									<del>                                     </del>	5	
Road safety	Road Safety should be a prime consideration			_	<del>                                     </del>				<del>                                     </del>																_		11	
Road safety	Tackling collisions				<del>                                     </del>				<del>                                     </del>						<del>                                     </del>												- 11	2 .
-				-	<del>                                     </del>										$\vdash$						1					_	45	
Social factors	Impact of population/economic growth																										15	<u>'</u>

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		호	arn	exley	3rent	'n	City City	Sroydon	aling	Enfield	acl	lam	lari	larr	I È	ᅙ	RBKC	ambeth	ew	beg	Richmond	Southwark	ntton	»o	Valtham	i se	otal	Total by
Category	Overall (cont.)	<u> </u>		В	<u> </u>	0	0	0	╁	ш				╁			LE.			<u> </u>	LE.	(J)	(J)		>	>	┌──┾┤	
	Growth in cycling (positive but presents a													1												$\Box$	$\Box$	
Sustainable travel & behaviour change	challenge)																									1 1	3	
Sustainable travel & behaviour change	Encouraging the use of sustainable transport																										8	
Sustainable travel & behaviour change	Creating more space for walking and cycling																									$\Box$	5	
	Prioritse pedestrians and cyclists in development																									$\Box$	$\overline{}$	
Sustainable travel & behaviour change	of new schemes																									1 1	2	
Sustainable travel & behaviour change	Deliver quality orbital cycle networks																										1	
Sustainable travel & behaviour change	Improve wayfinding for pedestrians and cyclists																										1	
Sustainable travel & behaviour change	Sustainable freight (and efficiency)																										2	
Sustainable travel & behaviour change	How to tackle poor health due to sedentary																									$\Box$	$\Box$	
Sustainable traver & behaviour change	lifestyles through promotion of sustainable																										1	
	Make and keep residential roads attractive and																										I = I	
Sustainable travel & behaviour change	safe for active and independent travel, especially																									1 1	ı .l	
	children and elderly people																									igsquare		24
TfL policy and guidance	Clarity of TLRN inclusion criteria																									ш	2	
TfL policy and guidance	Smoothing traffic over road safety													ļ													6	
TfL policy and guidance	Greater standardisation in road furniture and																									1 1	ا ا	
	facilities																									igspace	2	
TfL policy and guidance	Need for definition between the suburbs and inner London																										1 1	
	Redress balance of movement at key locations to													1													$\overline{}$	
TfL policy and guidance	support sustainable policies and manage parking																									1 1	ı I	
· · ·   · · · · · · · · · · · · · · ·	demand																									1 1	2	
Tel malian and muidanas	Commitment to major transport infrastructure																					1				$\Box$	$\Box$	
TfL policy and guidance	projects (e,g DLR extension and Bakerloo Line)																										1	
TfL policy and guidance	How to manage increasing car ownership																										2	
	We should not allow predictions of what traffic																										$_{I}$ $\lnot$ $\lnot$	
TfL policy and guidance	levels might be like in 20 years prevent more		l											1												1 1	ı I	
The policy and galdanoc	immediate improvements that require loss of		l											1								1				1 1	i .l	
	capacity		Ь—							$\vdash$																igwdown		17
TfL policy and guidance	Journey time reliability		L							$\vdash$					$\vdash$	$\vdash$						$\vdash$				igsquare		1
Utility & road works	Boroughs working to the road works concordat																					<u> </u>				igsquare	1	
Utility & road works	Poorly planned utility works													<u> </u>												igsquare	2	
Utility & road works	Managing streetworks																									i 1	6	9

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		Dagenham										]														ı	, ,	
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		Barking	Barnet	exley	Brent	äm	City	Croy	Ealing	Enfield	łackney	lam	lari	Harrow	Hillingdon	uno	RBKC	ambeth	ew.		Zig.	l j	Sutton	ower	Valt	\es	Total	otal
Category	Short term	<u>B</u>	<del></del>	<u> </u>	<u> </u>	0	0	0	Ш	ш							œ			<u> </u>	<u>ır</u>	S	S		>	>	_=	<del></del>
Congestion	Deal with congestion hot spots		<del>                                     </del>										<b>-</b>					-								$\longrightarrow$	2	
Environmental factors	Tackle air quality		<del>                                     </del>										<b>-</b>													$\longrightarrow$	4	—Ħ
Environmental factors	Tackle noise pollution		<del>                                     </del>																							$\longrightarrow$	4	8
Operation of the road network	Improve journey time reliability		<del> </del>																							$\longrightarrow$	2	<u> </u>
Road condition	Improve conditions of all roads and footways		<del> </del>															-			1					$\longrightarrow$	2	<u> </u>
Road safety	Address cycle safety in inner London		<del> </del>																								3	<b>—</b>
Road safety	Improve road safety	_	<del> </del>																								<u> </u>	
Road space allocation	HGV cyclist conflicts should be addressed	<b>-</b>	$\vdash$					-		$\vdash$			<del>                                     </del>			$\vdash$			-	-							4	<del></del>
Utility & road works	Reduce utility disruption	-	<del>                                     </del>										-													$\longrightarrow$	<del> </del>	
	Lane rental		<del> </del>										-													$\longrightarrow$		- 3
Utility & road works	Medium term												-															
Category			-																									
Accessibility	Integration between modes to ensure full accessibility																										1	
Accessibility	Maximise existing and potential rail and underground connections																										1	2
Congestion	Reduce extent of known congestion and prioritise those that impact on the economy																											
Congestion	Devise coherent and consistent policy for tackling congestion																										1	2
Environmental factors	Strategy for meeting EU environmental standards on air and noise pollution																										1	1
Government policy	Work with government to develop consensus on use of range of regulatory and fiscal tools																										1	1
Journey time reliabilty	Improve JTR especially for buses																									$\neg$	1	
Modal hierarchy	Reintroduce road user hierarchy		t																								2	2
Road safety	Reduction of speeds																										1	1
Road space allocation	Rebalance use of road space																										1	1
Social factors	Improve access to employment		1																								2	2
Sustainable travel & behaviour change	Modal shift through behaviour change and financial incentives																									$\Box$	2	
Sustainable travel & behaviour change	Promote remote working with businesses and telecoms companies																									$\neg \uparrow$	-	7
Category	Long term		$\vdash$	$\vdash$						$\vdash$				$\vdash$	$\vdash$				$\dashv$							$\longrightarrow$	<del></del>	<u>`</u>
Category Congestion	Reduction of traffic volumes		<del>                                     </del>	<del>                                     </del>																							<del></del>	
Movement of freight	Improve freight transport efficiencies and access	<del>                                     </del>	<del> </del>																								1	<del>-  </del>
	Long term structural deterioration of all roads due			$\vdash$						$\vdash$			-								<del>                                     </del>					$\longrightarrow$	<del></del>	
Road condition	to roadwork activities resulting in patch repairs																										2	2
Road space allocation	Different classes of roads are used by the appropriate traffic																										1	
Road space allocation	Segregation of HGVs through freight corridors																										1	2
	<u> </u>																											

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	Approach	Ε										Fulham																
		Dagenham										ᆵ																
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		Bar	Bar	Be)	Brent	Cal	City	Ö	Eal	Enf	Нас	Har	Hai	Har Har	≣	오	RB	Lar	Lev	Rei	Ric	Sot	Suff	ΛOΙ	Wa	Me	Total	Total by
Category	Approach																											
Demand management	Efforts to reduce demand on road space should be pursued vigorously																										1	
Demand management	Provide sufficient capacity to accommodate growth				i i				1					1							i e					1	1	2
Joint working	Cooperative joint working with boroughs can deliver better outcomes																										1	1
Modal hierarchy	Road hierarchy should be adopted London wide																									$\vdash$	10	$\vdash$
Modal hierarchy	Re-instate road user hierarchy																										5	
Modal hierarchy	Give priority to pedestrians and cyclists																										4	
Modal hierarchy	Favour different road users at different times of																										1	
Modal hierarchy	Is focus of RTF movement of vehicles or																									T	T	
Moder Herardry	movement of people and goods																									—	<del></del> 1	$oxed{oxed}$
Modal hierarchy	TfL to work with boroughs and other stakeholders to resolve competing demands on road space																										3	,
	Demands of different road users needs to be																									Ī	1	
Modal hierarchy	prioritised in accordance with the role of the																										1	
	strategic importance of the respective roads within London's road network																									$oxed{oxed}$	1	
	Competing demands on road space could be																										1	
Modal hierarchy	managed by engaging with residents and																										4	
Modal hierarchy	businesses at preparation stages of MTS and LIPS Balance needs of all road users																									+	<del>  3</del>	29
,	Freight route networks should be utilised as far as						1		+					+								1				+	ᡰ᠊᠊᠆	1 23
Movement of freight	possible													<u> </u>													11	1
Performance measures	Set more ambitious cycling targets/infrastructure spending																										2	. 2
Quality of life	Consider the degree of use between link and place																									<b>↓</b>	5	5
Road management hierarchy	Safety and environment to be given higher priority																									—	<del>  3</del>	3
Road space allocation	Ensure needs of cyclists and pedestrians included in all schemes																									<u> </u>	4	
Road space allocation	Allocate primary functions for each of London's roads																										3	,
Road space allocation	Implement corridor strategies including public realm improvements																										2	
Road space allocation	Consider removing motor vehicles from heavy pedestrian/cycle routes during peak times																										2	
Road space allocation	Consider on street parking of residents				<del>                                     </del>																t	1	<b>†</b>		<del>                                     </del>	$\vdash$	$\frac{1}{2}$	13
·	Audit of London's roads to assess how they are													<del>                                     </del>								1				$\overline{}$	一	H
Strategic planning	used			<u></u>															<u> </u>							<u> </u>	1	
Strategic planning	Prioritise based on assessment of local circumstances and needs																										1	
Strategic planning	Scenario testing																										1	
Strategic planning	Develop an agreed London-wide prioritisation scoring system																										1	4
Sustainable travel & behaviour change	Become city of short distances, reduce car use and parking standards																										2	
Sustainable travel & behaviour change	Continue to encourage sustainable modes																										4	6
TfL policy & guidance	Coordinated and holistic when defining role of road network																										3	3
Traffic flow interventions	Transparency is needed over signal timings						T		1					<del>                                     </del>							t	1				t	1	1
Urban Realm	Minimising the impact on public spaces should always be a central theme																										1	1
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	Solutions	٤										Fulham															1 '	İ
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		aţ	arnet	Bexley	Brent	am	Ğ	_	aling	Enfield	act	am	ari	Harrow		ਰਿ	RBKC	ä	ewi	ed to	<u>5</u>	l t	Sutton	MO.	/alt	les	otal	otal by
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Category	Solutions  Lack of multi-modal transport information and				-		-		+												<del> </del>	-				$\vdash \vdash \vdash$	<del></del>	├──
	reliable roads has hampered the Council in making																										1 '	i
Bus services	business cases for providing bus services which																										1 '	1
	connect the north of the borough with major																										1 '	1
	employment areas in the south																										1	1 -
Congestion	Reduce traffic congestion																										2	
Congestion	Review congestion pinch point e.g. river crossings																										1	
Cycle Hire	Extend cycle hire to outer London																										1	_
Demand management	Company travel plans and TDM																									$\Box$	7	
Demand management	Demand management measures could be looked																										$\Box$	
Demand management	at to reduce congestion and pollution																										3	10
Engineering measures for cycling	Cycle gaps to allow cyclists to bypass street																									1	1	1
	dosures for motor vehicles				<u> </u>																					igspace	<b>─</b> ─¹	<u></u> —¹
Environmental measures	Reduce pollution				<u> </u>		<u> </u>													<u> </u>	<u> </u>						<u>3</u> '	<u></u> —³
Expand lane rental	Implement lane rental on borough roads				<u> </u>		<u> </u>		₽												<b>└</b>	₽	<u> </u>				<u>2</u>	<del>—</del> ²
Express bus routes	Orbital express bus routes				<u> </u>		<u> </u>													<u> </u>	<u> </u>		<u> </u>					Щ¹
Freight movement	Freight consolidation schemes																				ļ	ļ					3'	Ь—
Freight movement	Reduce impact of road freight at peak times																				<u> </u>					igsquare	3'	<u>_</u>
Funding	Securing improvements to local road network																									igsquare	4	ــــــ
Funding	Maximise on CIL, S106 and TIF																									igsquare	6	<u> </u>
Funding	Reinstate ring fenced funding for bus priority schemes																										1	
Funding	Enhanced developer contribution mechanisms for A roads																										1	
Funding	Investment in roads to support local centres and economies																										1	
Funding	Investment in rail capacity to provide alternative to road																										4	
Funding	Budget is required																									$\Box$	1	
Funding	Increase local flexibility for use of LIP principal road funding																										1	
Funding	Safeguard major infrastructure project funding where possible																										1	20
Government policy	Streamline bureaucracy																										1	
Government policy	Parking policy such as support for car free/low car housing throguh the development planning																										1	
Government policy	Cheap park and ride options								Ī																	$\Box$	1	
•	Improved asset management techniques to								1																		$\Box$	
Improve asset management	address backlog of repairs that exist	<u> </u>			<u> </u>															<u> </u>					<u> </u>		1	<u></u>
Joint working	Work with buses to review way it develops bus network																										5	
Joint working	Establish working groups for cross Borough corridors																										1	
Journey time reliabilty	Most damaging aspect of congestion is journey time unreliability rather than duration of journey																										1	
Junction improvements	Improve roads as places by taking a more flexible approach to the question of junction capacity																										1	,
Management of road network	Tidal flow traffic lanes						i		1													1				$\Box$	1	<u> </u>
Mitigate against freight ops	Mitigation against impact of freight operations						t														f	i i					4	
	Reallocate/prioritise road space in favour of																										$\overline{}$	
Modal hierarchy	cyclists, pedestrians and public transport Primary route directional signage needs to be								-												-	-				$\vdash \vdash$	6	<u> </u>
Movement of goods and people	removed and improved  Support regeneration and growth by building new								-																	$\bigsqcup$		<u> </u>
Movement of goods and people	roads																										1	2

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	Solutions	۽ ا										lam																
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		ing	<u>t</u>	il ∂	┨╶₌	Samder		ᅙ	þ	문	cue	amme	laringey	à	Hillingdon	Hounslow	ΚĊ	mbeth	ewisham	edbridge	chmond	outhw	ڃ	er +	Valtham	Ē.	1	otal by
		胺	Barnet	Bexlev	rent	am	Sity	royd	Ealing	Enfield	acl	am	ari	łarrow		lno	품	ä	ewi	led ed	l sigh	ort	utton	Mο	/alt	l sə/	ga	8
Cotogoni	Solutions (cont.)	В	<u> </u>	<del>                                     </del>	<u> </u>	0	0	0	ш	Ш		I					~	ت		<u> </u>	~	တ	S			>	<del></del>	ㅡ
Category New infrastructure	Solutions (cont.)  Maximise on rail freight infrastructure			+	<u> </u>				-					_													-	
New infrastructure	Thames River Crossings		_	+	<del>                                     </del>				-			$\vdash$		_							$\vdash$					$\vdash$	1	-
New infrastructure	Transformation plan for A12 corridor		_	+	<del>                                     </del>				<del>                                     </del>					_							$\vdash$						<del>- 1</del>	$\overline{}$
New IIII astructure	How the road network will support the		<del>                                     </del>	+	<del>                                     </del>				<del>                                     </del>																		$\rightarrow$	$\dashv$
L	Replacement London Plan, and aim for example to																											
New infrastructure	provide sustainable north-south access to the																											
	Heathrow Opportunity Area																										. 1	
New infrastructure	Crossrail station at Portobello																										1	
New infrastructure	Chelsea – Hackney Line station at Chelsea																										1	
New infrastructure	Streetscape improvements at Holland Park																											
Tto Williad addition	roundabout		<u> </u>	<u> </u>	<u> </u>				<u> </u>					ldash													1	
New infrastructure	Streetscape improvements at junction of Warwick																	Ī									ارا	
	Road and West Cromwell Road			_					<b>├</b>	$\vdash$		<b>—</b>		<u> </u>					$\vdash$		$\vdash$							
New infrastructure	Major infrastructure improvements	<u> </u>		-	$\vdash$							$\vdash$		<u> </u>		_			$\vdash \vdash \vdash$		⊢					$\vdash$		6
Peak/off-peak interventions	Alter bus routes on congested routes		1	+	-				├			$\vdash$		<u> </u>		-			$\vdash$		┝					$\vdash$	<del></del>	<del></del>
Peak/off-peak interventions	Night time and off peak access for service vehicles	_	$\vdash$	+	$\vdash$				-			$\vdash$		<u> </u>					$\vdash\vdash\vdash$		$\vdash$						4	
Performance monitoring	Good/Poor performance should be published. Continued poor performance should be financially																										, [	
Performance monitoring	penalised																										. <sub>1</sub>	1
	New demonstration projects in boroughs could be		t																								$\rightarrow$	-
Prioritise and reallocate road space	used to prioritise and reallocate road space																										. 1	1
Drievities sustainable travel	Ensure cyclist and pedestrian needs are factored																											
Prioritise sustainable travel	in to all schemes																										3	3
Quality of life	Improve public realm																										2	2
Reduce accidents	Focus on reducing fatal road accidents and faster																											
reado dosidorio	reopening of roads				<u> </u>																igsquare							
Reduce severance	Reduce severance experienced by pedestrians																										ال	ا،
	and cyclists		-		-																							
Remove gyratories/one way systems	Removal of Earls Court One Way System		<del>                                     </del>	+	-																							
Remove street clutter	Removal of unnecessary street clutter Future of a more sophisticated road pricing		<del>                                     </del>	+	<del> </del>									_														—്
Road pricing	scheme which will provide motorist with choice of																											
Troud pricing	when to travel																										. 1	1
D 1 (1	Adopt London wide speed limits (20mph in all																				$\Box$						o	
Road safety measures	residential roads)																										3	
Road safety measures	Reduced vehicle speeds through design rather																											
rtoad salety measures	than formal speed limit																										1	
Road safety measures	Road Safety education and training programmes																										3	7
Road space allocation	Removal of gyratories and reallocation of																										ال	
<del></del>	carriageway	-	1	1	1				-			$\vdash$		<u> </u>				<u> </u>			┡						<del></del>	——
Road space allocation	Reallocate road space to promote efficient car use (HOV and Green Lanes)																											
Road space allocation	Parking bay monitoring	<del>                                     </del>	<del>                                     </del>	1	$\vdash$				<del>                                     </del>			$\vdash$			<del>                                     </del>				$\vdash$		<del>   </del>						<del></del>	-
Road space allocation	Dynamic pricing for parking	$\vdash$	$\vdash$	+-	<del> </del>				<del>                                     </del>					$\vdash$	<del>                                     </del>						<del>   </del>						1	
	Using road space to support local businesses and		$\vdash$	+	<del>                                     </del>				$\vdash$			$\vdash$							$\vdash$		<del>   </del>					Н		$\neg$
Road space allocation	high street																										2	6
Bood Tunnolo	Serious consideration should be given to the		Ī	İ																	П						$\neg \uparrow$	$\neg$
Road Tunnels	tunnelling of roads																										2	2
Road work coordination	Extension of road works and street-works																											
TOUGH WORK GOOTGINGOOT	coordination			-	<b>└</b>				<u> </u>			igspace		<u> </u>							igwdot							1
Sustainable travel & behaviour change	Introduce CO2 based car parking charges																	Ī									, 1	
•				<u> </u>																							1	
Sustainable travel & behaviour change	Incentivise private electric vehicle use			<u> </u>																							1	
Sustainable travel & behaviour change	Traditional and one way car clubs			1	<u> </u>				<u> </u>												$\sqcup$						2	
Sustainable travel & behaviour change	Promotion of ride sharing databases		<u> </u>	<b>↓</b>	<u> </u>				<u> </u>												igspace					igsquare		
Sustainable travel & behaviour change	Eco-Driving course	<u> </u>	<u> </u>	_	<u> </u>				<u> </u>			$\vdash$		<u> </u>					$\square$		$\vdash \vdash$							——
Sustainable travel & behaviour change	Incentivise re-engineering existing vehicles				<del>                                     </del>									<u> </u>														
Sustainable travel & behaviour change	School travel initiatives				I																						. 1	1

	Solutions	1	1				_	_	1	1		Ξ.		1						1	1	1	ı					
	Solutions	Ē										ulhar																
		Dagenham										Ful														'		ا ا
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		ä										mit			_				_		l _	<u>ب</u> ا		Hamlets	교	ţe.	1	ا≝ا
		≪ ⊙				⊊		5	:1	l _	<u></u>	ers	ē		lop	ΜO		£	ıam	l ş	Š	/arl		포	٤	ins	1	اج ا
		rking	arnet	e e	ŧ	ľ	l .	Croydon	aling	nfield	Š	ammel	aring	arrow	) jū	sui	S	ambeth	wish	ΡŌ	Richmond	outhwark	ntton	ower	/altham	<u>  #</u>	<u></u>	<del>=</del>
		3ar	3ar	Bexley	Brent	l a	ji		a iii	ᆵ	Hackney	Han	효	-lar	Hillingdon	후	RBKC	-an	-ew	Redbridge	Sign	<u> </u>	Į Ħ	Ď	  ∑a	ĕ	Fotal	Total by Theme
Category	Solutions (cont.)					Ĭ	Ĭ															Ť	, ,					$\Box$
Taxi management	Reduce the number of cruising taxis																									$\Box$	2	. 2
T T	London wide policies and practices on network																									$\Box$		
TfL policy & guidance	management through London Councils, TfL &																									'	1	
	LoTAG																										1	
TfL policy & guidance	Ensure congestion charging and parking controls																											
The policy a galdance	are maintained																									<b></b>	<u> </u>	
	Action plan to be developed to deliver more																									'	1	
TfL policy & guidance	accessible, safer, healthier, greener transport																									'	,	,
	system		-					-	+											-		-				—	<del></del>	$\vdash$
TfL policy & guidance	Longer term strategy beyond 2020 should be developed																									'	2	
TfL policy & guidance	Transfer ticketing for buses								1																		1	
TfL policy & guidance	Improve learning from best practice																										1	
	Solutions need to be politically as well as																											
TfL policy & guidance	practically and economically viable																										1	
TfL policy & guidance	Land use policy to guide development to locations																											
<u> </u>	well served by public transport																									<b></b> '		
TfL policy & guidance	Cheaper public transport																									<u> </u>	$\perp$	13
Time and space use	Utilisation of time as well as space should be																									'	ا ا	ا ا
,	considered							_	-																	$ldsymbol{ldsymbol{eta}}$	$\frac{2}{2}$	<u> </u>
Traffic flow interventions	Rationalisation of traffic signals																										3	.——
Traffic flow interventions	Maximise use of SCOOT, UTC and ITS						<u> </u>															<u> </u>					6	-
Traffic flow interventions	Pedestrian countdown		<u> </u>						+													<u> </u>	<u> </u>			—	<b>└</b>	$\vdash$
Traffic flow interventions	Smooth traffic flows through junction																									'	2	, l
	improvements signal times/removals		-						+													-		-		₩	<del></del>	$\vdash$
Traffic flow interventions	Holding traffic back at one junction will make no difference to joumey times (all red phases improve																									'	1	
I allic now interventions	safe crossing for pedestrians)																									'	1 1	13
	Consider other modes – such as trams, cross river																					$\vdash$				-		$\vdash\vdash\vdash$
Tram use	tram and rail																									'	3	4 1
Tram use	Croydon Core Strategy – links hubs and centres																									М	1	$\Box$
Tram use	Tramlink extension to Sutton Town Centre																										1	5
Utility & road works	Service subways for cables and pipes																										1	
Utility & road works	Minimise disruption caused by road works								1																		3	4

	In #							T							1						_							
	Delivery	lε										Fulham														1	l '	
		Dagenham																								1 '	l '	
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		arking	Barnet	3exley	ž.	ğμ	I _	Croydon	Ealing	Enfield	Hackney	lammer	ing	Harrow	Hillingdor	uns	RBKC	ambeth	visk	Redbridg	E C	€	Sutton	wer	altha	str	otal	Total by
		Bar	Bar	Be	Brent	Car	City	O,	Eal	Enf	Нас	Har	Har	Tar	ੁ	٦Ô٢	RB	Lar	ΛΘΠ	Rei	Ric	Sol	Sut	ΛOΙ	eΜ	Me		٥
Category	Delivery																											
Asset management	Upgrade and maintain existing assets																										2	2
Cycle safety	Improve safety for cyclists													<u> </u>	<u> </u>												1'	igspace
Cycle cofety	Consideration given to cyclists when arriving in central London at end of Cycle Superhighway																											
Cycle safety	routes																										1	2
Demand management	Positive demand management						1							1								1					4	4
Extend lane rental	Lane rental for Borough Roads and all of TLRN																										1	1
Funding	'whole life' investment planning																										1	
Funding	Reconsider prioritisation of funding (inner favoured																										I -	
	over outer London – sets imbalance)	<u> </u>	-	-			-					$\vdash$		$\vdash$	-						₩	₩				<del></del>	<del>                                     </del>	$\vdash \vdash$
Funding	Use incentives such as augmenting LIP funding with additional pots for LCN, Greenways,																									[	'	
r arianing	improving accessibility etc																									1	1	
Funding	Improve funding for outer London cycling facilities																										1	
Funding	Commit to resurfacing funding and maintenance																											
1 dildilig	over longer timescale						<u> </u>							ļ												<u> </u>	2	igspace
Funding	The north-south transport corridorneeds fundamental support from TfL before significant																									1	l '	
i dildilig	progress can be made																									1	1 1	
	Rebalancing of funding priorities that																										$\vdash$	$\Box$
Funding	acknowledges the contribution of well maintained																									1	l '	
	highways																				<u> </u>	<u> </u>				—	<del></del> 1	ш
Funding	Agreement from TfL to apply LIP funding directly to																									1 '	l '	
Funding	road and pavement maintenance (beyond principal roads)																									1	1 1	9
Junction Improvements	Renwick Road Junction														1												1	1
Local schemes	Coordinated action will be needed across a range																											
Local scrientes	of measures depending on the local circumstances																									<u> </u>	2	
Local schemes	Pilot schemes or case studies to implement																									1 '	1	
	measures on the Borough's main roads Investment in roads to support local centres and		1				<del>                                     </del>							_							ł					$\vdash$	<del></del>	_
Local schemes	economies																									1	4	. 7
Major infrastructure	Investment in major infrastructure																										2	. 2
Management of road network	Maximise the capacity of the existing infrastructure																										1	1
Name in fine at a set one	Measures to eliminate congestion along the A312																											]
New infrastructure	Hayes bypass and capacity enhancement along the A4180-A408 central spine via Long Lane																									[	1	
	Improvements to A4020 Uxbridge Road currently							<b>-</b>													<b>t</b>	<del>                                     </del>				$\vdash$	$\vdash$	$\vdash$
New infrastructure	being developed																									<u> </u>	1	
New infrastructure	Queens Road, Bexley Bypass and Thames Road																											
	schemes		-											<u> </u>	<u> </u>							1				<b>├</b> ──	<del></del>	$\vdash$
New infrastructure	Streetscape scheme for Holland Park roundabout Consider retaining the most effective elements of				_		_							-	<del>                                     </del>												<u> </u>	<del>4</del>
Olympic measures	the ORN/PRN/TLRN during games time to																										4	. 4
Darking sharges	Parking charges and rationalise parking on red													<b>†</b>							1	<b>†</b>					$\overline{}$	П
Parking charges	route network													<u> </u>								<u> </u>				<u> </u>	1	1
	Cooperation between boroughs, TfL and police in																											
Reduce speed limits	enforcing and/or reducing London wide speed limits																									<b>i</b> '	1	4
	Review locations of Thames crossings in favour of																										<del>                                     </del>	┼┼
River crossings	TGB			L	L	L	L					L		L	L	L		L	L	L	L	L				L	1	<u> </u>
River freight	Haulage companies to consider other methods of																											
ravo. Iroigini	transportation such as rivers/canals																										3	3

	Delivery	3arking & Dagenham	Samet	exlev	rent	amden	Αji	roydon	aling	infield	lackney	lammersmith& Fulham	laringey	larrow	illingdon	ounslow	REKC	ambeth	ewisham	kedbridge	lichmond	thwar	utton	ower Hamlets	Valtham Forest	Vestminster	otal	otal by Theme
Category	Delivery (cont.)	Ш	<del>  "</del>	۳	┢	<del>                                     </del>	1		٣		_			十			<u> </u>			<u> </u>	<del></del>	0)	0)	_	>		╼┾	ㅡ
Road safety	Target safety																										2	2
Road tunnelling	Longer term schemes such as A4 tunnelling should not be dismissed in favour of shorter term																										1	1
Road user charging	Expansion of congestion charge zone or road user charging for whole road network in London																										1	
Road user charging	Fund new infrastructure through tolls																										2	3
Servicing goods and people	Focus on servicing people and goods to maintain city as business centre																										1	1
Smarter Travel	Smarter travel initiatives offering excellent value for money																										1	1
Sponsorship	Fund new infrastructure through sponsorship																										1	1
Sustainable transport measures	Rebalanced approach in favour of sustainable urban living and transport																										2	2
Tackle severance	Tackle severance issues																										2	2
Target utilities	Target utilities																										2	2
Traffic signal updgrades	Focus on upgrading traffic signals																										2	
Traffic signal updgrades	Signal schemes that assist pedestrians and																										1	3
Travel demand management	TDM – effective and low cost																										3	3
TfL policy and guidance	Review role of existing road network with view to environmental, social and economic improvements																										2	
TfL policy and guidance	Route management strategies																										1	
TfL policy and guidance	Use TfL NMPs to guide investment priorities																										1	4

# Appendix C

	Challenges	GLA Transport	London	paign for Better ransport	ederation assenger ransport	FTA	RAC	nstitute of Advanced Motorists	ciation of Drivers	Sustrans	stitute for ainability	gStreets	C, LJAG	cle Herts	The Trax	Portman Estate	NJUG	LHAUC	n Design London	LoTAG	ederation of British stry (CBI)	midtown	n London rtnership	NWEC East and	outh East ransport rtnership	ry Wharf Group	All amentary all Group	Heathrow Airport Limited	spendent Age	Licensed /ate Hire sociation	rst Class s (private hire)	Uni East London - stainable Aobilities	Open	ndon Fire Brigade	Mott	David	Total	Total by Theme
		"8		Cam C	of P.			⊑ 4 -	Asso		Sust	LN.	2	δ					Urba		Confe	-	South		Ω. E	Sana	arli	_	Inde	- F-S	Cars	ng =		Lor	ž			1
Category	Overall																							_												ightharpoonup	ightharpoonup	=
L	Do not assign absolute priority to type of road user without balancing the function																																					
Balance link and place	of link and place No systematic way of listening to the	_	_	<del>                                     </del>	<del>                                     </del>				-																												-+	一귀
Communication Condition of road network	users of the road network The physical condition of the road	-	-	_	$\vdash$	$\vdash$																														$\longrightarrow$	10	
Condition of road network	Deteriorating asset base (resulting in -	<del>                                     </del>	<del>                                     </del>	<del>                                     </del>	<del>                                     </del>																		-	-				-								$\overline{}$	2	-
	Ensuring roads are fit for purpose against																																					$\neg$
Condition of road network	backdrop of limited highway maintenance budgets																																				2	
Condition of road network	Repeated digging of road surfaces cause more rapid deterioration																																				1	
	Manholes are a major source of																																				$\neg$	$\neg$
	unevenness and potholes are particularly dangerous for two wheeled users and car	٦																																				
Condition of road network	cause noise and danger for pedestrians Prioritise wide range of road users and			-		$\vdash$									_		$\vdash$							-	_	-											-1	13
Conflicting priorities	transport modes																																				4	
Conflicting priorities	Conflicting priorities – balancing diverse expectations of stakeholders																																				2	6
Congestion	Increasing pressure on road space from all users (congestion)																																				17	$\Box$
	Public perception of congestion and									-	-	-						-									_									$\overline{}$	<del>- '</del>	$\dashv$
Congestion	disruption all being caused by roadworks Footway crowding and congestion at peak	1	+	+	$\vdash$	$\vdash$																-		-+	$\dashv$	$\dashv$										$\longrightarrow$	<del>-1</del>	-
Congestion	times	<u> </u>	<u> </u>	<u> </u>	$\vdash$	igsquare		$\sqcup$							igspace		$\sqcup$					igsquare													$\sqcup$		1	
Congestion	Congestion on the bus network (90 key hot spots identified)					الــــا																															1	
	Increased congestion and delays on the				Г				$\Box$																													
Congestion	road network in east London higher than the London average					oxdot																															1	20
Customer satisfaction	Declining customer satisfaction and increasing customer complaints																																				1	1
Demand management	Manage demand for road space																																			=	- 5	=
	Balance competing demands whilst maintaining traffic flows and improved																																					
Demand management	access for pedestrians and cyclists Balance competing demands of all road	-	-	-	$\vdash$	$\vdash$																														$\longrightarrow$	<del></del>	-
	users, but must also focus on their																																					
Demand management	primary role as corridors High traffic speeds and division caused	+	+	+	$\vdash$	$\vdash$						_						-	_	_			-	-+		-	-					-				$\rightarrow$	$\frac{1}{2}$	6
Driver behaviour	by traffic density	-	-	-	$\vdash$	$\vdash$									$\vdash$																					$\longrightarrow$		1
Environmental factors	Flooding, climate and puddles – good drainage, retention of water and planting																																				1	
Environmental factors	Quality of life Issues (impact on living close or on TLRN)																																				3	
	Damage caused by climate (extreme hot																																i					
Environmental factors Environmental factors	and cold) Noise and vibration issues	-	-	-	$\vdash$	$\vdash$																-	-	-+	-	-										-	2	$\dashv$
Environmental factors Environmental factors	Air Quality																									_										=	- 8	
Funding	Sustainability and climate change Funding that delivers high returns	-	<del>                                     </del>	-	<del>                                     </del>	$\vdash$																-	-	-+	-	-		-								$\rightarrow$	<del>- +</del>	
Funding	Funding constraints and increasing backlog																																					$\neg$
r unumg	Higher priority given to underground and	<del>                                     </del>	<del>                                     </del>	<del>                                     </del>																				_				_										$\neg$
Funding	rail in terms of investment, management and resource																																				1	4
	Localism leading to greater variation and																																			$\overline{}$		$\neg$
Government policy Journey time reliability	inconsistency in roads policy Increased risk to network reliability	+	+	<del>                                     </del>																		-	_	-+	-+											$\rightarrow$	-+	<del>-  </del>
	Ensure that whole of London isn't treated																																					
Local measures	as Central London – different characteristics				$oxed{oxed}$																																1	
	Localism and neighbourhood planning – ensuring importance of travel is			1	1 7	l T			I		I						l I										I	I				I	I		l I			]
Local measures	considered		₩		$\vdash$	$\vdash \vdash$										<u> </u>	$\vdash$									$\rightarrow$										$\longrightarrow$	1	
I .	Combining planning, highway design/management and other local	1	1	1																																	- 1	
Local measures	actions South London has highest car	$\vdash$	$\vdash$	├	$\vdash$	$\vdash$		$\vdash$									$\vdash$							-+	$\dashv$	$\dashv$					<b>—</b>				$\vdash$	$\longrightarrow$	<del></del>	3
Management of road network	dependency with nearly half trips taken by	4		—	$\vdash$	igwdow		$\vdash$									$\sqcup$							$\perp$											$\sqcup$	$\longrightarrow$	1	
Management of road network		<u></u>	<u>L</u>	<u>L</u>												<u> </u>																					1	
Management of road network	Less efficient use of resources  Maintaining convenient and reliable road				$\Box$				$\Box$								$\Box$								$\Box$	$\Box$										$= \mp$	1	=
Management of road network					oxdot																																1	4
	Outer London – distances are greater and less likely to meet modal shift from car to	4							Ţ								ΙŢ					Т			T	T	T	T					T		I	T	Τ	]
Modal shift	walking, cycling and public transport	-	-	Ь—	$\vdash$	$\vdash$									$\vdash$	<u> </u>	$\vdash$					$\vdash$									$\vdash$						1	
1	It is unrealistic to assume that high proportion of car journeys can be		1	1							l																										- 1	
Modal shift	replaced by public transport New developments/ regeneration placing	+		₩		$\vdash$		$\vdash$								<b> </b>	$\vdash$					$\vdash$	-+	-+	$\rightarrow$	$\rightarrow$												2
Name de colonia	additional pressure on existing		1	1							l																										_[_	
New development	infrastructure Use of modelling over commonsense and	$\vdash$	$\vdash$	$\vdash$		$\vdash$		$\vdash$	-+						$\vdash$		<del>                                     </del>					<del>   </del>	-+	-+	$\dashv$	$\dashv$										$\longrightarrow$	2	$\dashv$
Network development	invention		₩		$\vdash$	$\vdash$										<u> </u>									_	_										$\longrightarrow$	1	3
Parking	Parking is a major concern, particularly in outer London	<u></u>	<u></u>	<u></u>												<u> </u>																					1	
Parking	Parking – balance between needs and impacts																																				2	3
	programmed.											-			•	•					-																	تــــ

	Challenges	<b>₹</b> ₹ 8	5.5	o in the	ਰੁਸ਼ਤ	⊴	Õ	क्ष	2 0	2	'nΔ	2	Q	£ 5	ĕ	le a	0	ō	5.5	Q	556	Ę	등을	Q.	as tra	눌윽	콩소막	a tra	E 8	2 2 5	SS ag (a	18 - 98 88 - 88	u. ≱r	2 9	병필	<u> 5</u> 5		چ ۾
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Category	Overall (cont.)	<del>     </del>	-		H	_			ν ш									_			0	$\vdash$	- 0,				- "			-	<del>                                     </del>					-	-+	-
Popuation Growth	Impact of population/economic growth									$\overline{}$		$\overline{}$															$\overline{}$	$\overline{}$								-	13	-
	Increasing population outside London																																					-
Popuation Growth	resulting in increased inbound trips																																				1	
	The east London boroughs of Tower	1 1	- 1		l I																														l I	. 1		
	Hamlets, Newham and Greenwich are	1 1	- 1		l I					- 1																									l I	. 1		
Popuation Growth	expected to accommodate 22% of London's population growth	1 1	- 1		l I																														l I	. 1	2	
<u> </u>	The population and numbers of jobs in	1																									t	t								-	$\rightarrow$	-
	Tower Hamlets alone is forecast to	1 1	- 1		l I					- 1																									l I	. 1		
	increase by 33% and 75% respectively	1 1	- 1		l I																														l I	. 1		
Popuation Growth	over next 20 years, resulting in	1 1	- 1		l I					- 1																									l I	. 1		
F opuation Growth	substantial increases in road and rail trips	$\vdash$	-		$\vdash$				_	_		_						_	_				-									-			-	$\rightarrow$	4	
	There is a risk that growth could slow down and population and emplyment	1 1	- 1		l I					- 1																									l I	. 1		
	forecasts and the Olympic legacy and Arc	1 1	- 1		l I																														l I	. 1		
	of Opportunity may not be fully achieved	1 1	- 1		l I					- 1																									l I	. 1		
Popuation Growth	due to potential congestion and delays																																				1	
	New jobs are welcome but will inevitably																																					$\neg$
Popuation Growth	generate large numbers of traffic	1 1	- 1		l I																														l I	. 1		
Public realm	movements on already crowded networks	$\vdash$			$\vdash$				_																						-				-	$\rightarrow$	<del>- 1</del>	
Public realm	Narrow footways	$\vdash$	-		$\vdash$			_	_	-			_					_	_				-		_							-				$\rightarrow$	-+	-
Public realm	Quality of public realm, creating liveable streets, places and green spaces	1 1	- 1		l I					- 1																										. 1	3	4
Road pricing	Full review of congestion charge	<del>   </del>	_		$\vdash$				_	_									_				_				_	_			<del>                                     </del>					$\rightarrow$	<del>-</del> 1	$-\frac{1}{1}$
Road safety	Improve Road Safety	<del>   </del>							_	-		_											_				_	_									- 1	-i
Road safety	Perceived risks to pedestrian safety	<del>                                     </del>																																			1	$\neg$
Road safety	Increased risk to public safety	1 1																				1															1	10
· ·	Creating more space for walking and																																					
Road space allocation	cycling																																				1	1
Sustainable travel &	Encouraging the use of sustainable				l 1																														l I	. 1		
behaviour change	transport				$\vdash$				_																						-				-	$\rightarrow$	4	4
Social factors	Tackle public health and obesity	$\vdash$	-		$\vdash$				_													_	_								-				-	$\rightarrow$	-	-
	How to tackle poor health due to sedentary lifestyles through promotion of	1 1	- 1		l I					- 1																									l I	. 1		
Social factors	sustainable transport	1 1	- 1		l I					- 1																									l I	. 1	1	2
	Cycling – more revolutionary options to				$\vdash$																															-	$\neg$	-
Sustainable travel & behaviou	If be tested, particularly at junctions																																				1	
Sustainable travel &	Increase in cycling popularity																																					
behaviour change																																					1	2
Tfl. policy and guidence	Implementing existing	1 1	- 1		l I																														l I	. 1		
TfL policy and guidance	regulation/initiatives more effectively and Mayor and TfL must not be swayed by	<del>                                     </del>	$\rightarrow$		$\vdash$			-	-	-		-						$\vdash$				$\vdash$	_		_					<del></del>	<del>                                     </del>	$\vdash$	-		$\vdash$		<del></del>	-
	anti-road lobby who will demonstrate that	1 1	- 1		l I					- 1																												
TfL policy and guidance	new road capacity just increases traffic	1 1	- 1		l I																																1	2
	Traffic management and signal controls																																					
Traffic Management	favour traffic flow – not pedestrians																																				1	
	Traffic flows in east London have																																					
1	increased over the last 10 years where in	]	- 1																												l					. 1		
Traffic Management	most of the rest of London there has been a reduction	'I I	- 1		I												1													l	I	1			I I	. 1	1	2
	Dealing with the disruption associated	<del>                                     </del>	$\overline{}$		$\vdash$			-	_	-												$\vdash$	_	-							<del>                                     </del>		-		$\vdash$	$\rightarrow$	<del>- 1</del>	———————————————————————————————————————
	with local authority works which account																														I					. 1		
Utility and road-works	for nearly half of all works	LI	I		L l																														I	l	1	l
	Increasing demand for services (gas,		$\neg$																																	-		$\neg$
Utility and road-works	water, electricity and	oxdot			igsquare												oxdot															ldot			igsquare		1	
Utility and road-works	Managing streetworks	$\vdash$			igsquare										-			$\Box$				-										-			$\Box$		3	4
ht/a finding	Improve wayfinding for pedestrians and	1			I																									l	I	1			I I	. 1	2	ا
Wayfinding	cyclists																														1	1					- 4	2

Company   Comp		Challenges	ansport nmittee	London	aign for ansport	ation of ssenger ansport	FTA	RAC	titute of vanced otorists	ation of Drivers	ustrans	itute for mability	Streets	, LIAG	e Herts	ле Тгак	ortman Estate	NJUG	HAUC	Design	LoTAG	ation of ndustry (CBI)	nidtown	London	NWEC	d South ansport nership	/ Wharf Group	All nentary I Group	Airport Limited	ent Age	Private	ss Cars te hire)	London ainable obilities	iversity	Ion Fire Brigade	Donald	eibling		Theme
April   Apri			Z A T	Trav	Camp tter Tr	nfeder Par Tr			P A M	Associ	ι, O	Inst	Living	FCC	Š	-	The F			Urban		nfeder intish l	트	South		ast an East Tr Part	Canan	Parliar Rai	athrow	puede	ensed 'e Ass	rst Cla (priva	East Susi	neu Ur	Long	oft Mac	David	ĺ	al by
Committed   Committed Co			U		Be Be	Ö				٠												Ö		•		m m			Ĕ	pu	을분	ű.	S S	ŏ		MC		<u>L</u>	P
Section Control Contro	Category									_																_				$\overline{}$							-	$\leftarrow$	_
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Description   Description	Delivery of transport projects																																					—	1
Service of Entity December 2015 (1995) (1995	Delivery of transport projects	Roads are too busy and dangerous for																								- 1											J	i i	1 4
Contract interpretation of the contract of the						1																					-	-		-							$\overline{}$	-	+
Design for symptoms of which persons will be a served of the persons of the perso	Demand management	vehicle journeys of less than 2 miles																																				ш	1
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Own of transported Control of Con	Demand management	journeys and the school run																																				Ш.	1
Performer  International Control of the Control of		Too little space given up to pedestrians																																				(	
Stock with the list of a clean and other clean and cle	Demand management		$\vdash$		-	$\vdash$			_	_								-	-							-+	-	-		-	-+						$\longrightarrow$	-	<del>+</del> *
afforcement of the binary existed coperation or or or or or or or or or or or or or		spots which will be a permanent solution																								- 1											J	í	
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Endocented Comments of Comment	Enforcement		$\vdash$			-			_																	$\longrightarrow$	$\rightarrow$	$\longrightarrow$	-	$\rightarrow$								$\leftarrow$	4
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Proteometral fraction Fractional Control Contr	Environmental factors																													$\neg$							$\neg$	$\overline{}$	2
Environmental factors with and Even Control and Even Environmental Residence of Control and Even Environmental Residence of Control and Even Environmental Residence of Control and Even Environmental Residence of Control and Even Environmental Residence of Control Residence of Contr		Pollution levels making London																			T I																$\neg$	$\overline{}$	1
Sarving Comment Policy Comment Polic	En impropriat factors	increasingly unpleasant as a place to																								- 1											J	í	1 .
Tour ensures subsisted that sets for but any and any any any and any any any any any any any any any any			$\vdash$			<del></del>			-	-								_	-		-			-		-	$\rightarrow$	$\dashv$		$\rightarrow$	-	_					$\longrightarrow$	-	# *
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Journey man relatedly. Mantanu Tif expectably for Bus Senutes Recognite that close and set through materials and sets an		bus transport (buses causing congestion																								- 1											J	í	
Descriptions that state and state through routines throug																														_								—	1 1
Unit and place    discentification   discentificati	Journey time reliability								-									-									-		_	-+			-				$\longrightarrow$	$\leftarrow$	4 - 2
Management of Rosan Network communities  Woods britt Getting people out of their cars Userring and applying lessors from the Userring and Indianated Annual Annu	Link and place	places not just through routes																								- 1											J	i i	1 1
Modishift Getting people out of their cars  Upyring cannes  Upyring cannes  Opyring cannes  Opyring cannes  Opyring cannes  Maximise provision of Parking by facilitate  traffic circulation and support economy  Road princing  Strap the Lundra Congregation Charge  Planting for a sile road intellection of the provision of the prov		Too many urban motorway driving																																			$\neg$	$\overline{}$	
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Olympic measures Olympic cannes Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and support economy Maxinise provision of Parking to facilitate traffic circulation and provision of Parking to facilitate traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision of Parking traffic circulation and provision and provision of Parking traffic circulation and provision and	MUUAI STIIL		$\vdash$		-	$\vdash$											-	-							_		_			-							$\longrightarrow$	-	+'
Parking traffic circulation and support economy Road pricing scrapt the London Congestion Charge Planning for a safe road network for Road safety increasing number of cyclists Road safety Set targets to reduce deaths and injuries Road safety Improve road safety Provision for safe waiking and cycling and ensure most network meets the needs of more road users Road safety of more road users Improve cycling safety Road safety cycling safety Road safety cycling safety Road safety fear of HGV vehicles amongst cyclists Increase in wealth resulting in an increasing demand for private cars Sustainable transport and Increase access to cycling Sustainable transport and Sustainable transport and Increase in cycling against a backdrop of per intersactions and point intreases and point intersaction and point intreases and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and point intersaction and poin	Olympic measures	Olympic Games																																				L	3 2
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Road safety Increasing number of cyclists   Set targets to reduce deaths and injuries   Set targets to reduce death and injuries   Set targets	rvoda pricing		$\vdash$		-	<del>   </del>						-					-	-	<del>- +</del>	<del>-  </del>		<del>                                     </del>	-			-+	-+		-+	-+	-+	-		-		$\vdash$	$\rightarrow$	$\overline{}$	+'
Road safety Improve road safety Provision for safe walking and cycling and ensure road retwork meets the needs of more road bases of more road bas		increasing number of cyclists																																					1
Provision for safe wailing and cycling and ensure road network meets the needs of more road server or and network meets the needs of more road users.  Road safety dimprove cycling environments and cycling environments and cycling safety cycling safety.  Road safety Fear of HGV vehicles amongst cyclists for the safeth resulting in an increasing demand for private cars.  Social factors increasing demand for private cars.  Sustainable transport and behaviour change.  Sustainable transport and poor infrastructure and poor attitudes.																																						ــــ	1
Road safety of more road network meets the needs of more road users  Improve cycling environments and cycling environments and cycling environments and cycling environments and cycling environments and cycling environments and cycling environments and cycling environments and cycling environments and environmen	Road safety		$\vdash$					-+	_								$\rightarrow$	$\rightarrow$	$\rightarrow$	-		<b>—</b>				$\rightarrow$	$\rightarrow$		<del></del>	$\rightarrow$	$\rightarrow$	$\rightarrow$						-	3
Road safety of more road users Improve cycling environments and cycling safety Road safety Fear of HGV vehicles amongst cyclists Increase in wealth resulting in an increasing demand for private cars Sustainable transport and behaviour change  Sustainable transport and Increase in cycling against a backdrop of poor infrastructure and poor attitudes		and ensure mad network meets the needs																								- 1											J	i i	
Road safety Cycling safety Fear of HGV vehicles amongst cyclists  Social factors Increase in wealth resulting in an Increasing demand for private cars Sustainable transport and behaviour change  Sustainable transport and Increase in cycling against a backdrop of poor infrastructure and poor attitudes	Road safety																																					Ш.	1
Road safety Fear of HGV vehicles amongst cyclists  Social factors Increasing demand for private cars Sustainable transport and behaviour change  Sustainable transport and Foresia factors Sustainable transport and private cars Sustainable transport and private cars Sustainable transport and Foresia factors Sustainable trans		Improve cycling environments and																																			$\neg$	$\overline{}$	T
Increase in wealth resulting in an Increasing demand for private cars Sustainable transport and behaviour change Increase access to cycling Increase in cycling against a backdrop of poor infrastructure and poor attitudes			$\vdash$		-	$\vdash$		-+			-							$\rightarrow$		-						-+	-		-	-+	-+						$\overline{}$	-	1 7
Social factors Increasing demand for private cars Increasing demand for private cars Increase access to cycling Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor infrastructure and poor attitudes Increase access to cycling against a backdrop of poor access to cycling against a backdrop of poor access to cycling against a backdrop of poor access to cycling against a backdrop of poor access to cycling a	rvoda salety		$\vdash$		<del>                                     </del>	1		-+									-+	-+	<del>- +</del>	<del>-  </del>		<del>                                     </del>	-		_	-+	-+		-+	-+	-+							$\overline{}$	+°
behaviour change    Sustainable transport and poor infrastructure and poor attitudes		increasing demand for private cars																																					1 1
Increase in cycling against a backdrop of Sustainable transport and poor infrastructure and poor attitudes		Increase access to cycling									T							T	T	T						T											$\neg \neg$		1
Sustainable transport and poor infrastructure and poor attitudes	penavious change	Increase in cycling against a backdoor of	$\vdash$		$\vdash$	<del>   </del>		-+	-	$\rightarrow$		-				$\dashv$		$\rightarrow$	<del>-  </del>		$\dashv$	<del>                                     </del>			-	$\rightarrow$	$\rightarrow$	$\dashv$		_							$\longrightarrow$	-	+
	Sustainable transport and	poor infrastructure and poor attitudes			I												- 1		- 1	l						- 1											J	1	1
	behaviour change	between road users																																				Щ.	1 2
Re-introduce Trans - step change in trans thinking about road stace in the control of the contro	Trams																		J	l																	J	1	1 .
Infinitis (Unifining about road space) Social factors Fear of vehicle theft within West End			$\vdash$		-	<del>     </del>		-+	-	-								-+	<del>- +</del>	<del>-  </del>		<del>                                     </del>	-			-+			-+	-+	-+	-				$\vdash$	$\rightarrow$	$\overline{}$	1 -

	Challenges	GLA Transport Committee	London	Travelwatch	Campaign for Better Transport Confederation of	Passenger	FTA	RAC	Institute of Advanced Motorists	Association of British Drivers	Sustrans	Institute for Sustainability	- I king Streets			Cycle metrs	The Portman	E STATE	NJUG HAUC	Urban Design London	LoTAG	Confederation of British Industry (CBI)	Inmidtown	South London Partnership	NWEC	East and South East Transport Partnership	Canary Wharf Group	All Parliamentary Rail Group	Heathrow Airport Limited	Independent Age	Licensed Private Hire Association	First Class Cars (private hire)	Uni East London - Sustainable Mobilities	Open University	London Fire Brigade	Mott MacDonald	David Leibling	e t	Total by Theme
Category	Medium term																																						
	Phased introduction of segregated cycling	3																																				$\overline{}$	
Cycling facilities	facilities Roads like M4/A4 into London are not fit			-	-	-								1		+																				$\vdash \vdash \vdash$	$\rightarrow$	$\overline{}$	4 2
Delivery of transport projects	at present for a major artery to/from Heathrow/Central London																																			1	l	l	1
Delivery of transport projects	Double Decker Freeway route with one level going west and one going east																																						1 2
Demand Management	Allocating for potential increase in travel demand in a cost effective way																																				$\Box$		1
Demand Management	Reducing by land planning the need to travel																																						1 2
Demana management	Reduce impact of roads on quality of life			+										1	1	1	1																			$\vdash$	$\neg$	$\overline{}$	+
Environmental factors	through traffic emissions, noise and severance																																			Ш		Щ.	2
Environmental factors	Move towards an efficient, low carbon use of the road network																																				Į.	1	1
Environmental factors	Pollution		1	_	_	-								1	+	+	+	+				1														$\vdash$	$\dashv$	$\overline{}$	2
	A major smog crisis due to weather will																																				-	$\overline{}$	<b>†</b>
Environmental factors	casuse pollution and deaths and will finally wake everyone up																																					Ш_	1 6
Funding	Address borough funding for road safety and ensure it is protected																																						1 1
Government policy	Lack of political will to change the culture of road use																																					i T	1
	Lack of political will to convince the public																	1																				$\overline{}$	1
Government policy	and government of the benefits of a far reaching cycling strategy																																						1 2
Journey time reliability	Maintaining and improving punctuality and frequency of bus services																																			1 1	J	ı	1
Journey time reliability	Improve JTR for general traffic																																				$\neg$	$\overline{}$	2 3
Management of road network	Implement sustainable plan for road maintenance																																					i	2
	Routes that bisect local centres and																																					<i>i</i> —	Ι.
Management or road network	hinder non motorised movements.  Prioritising pedestrians and			+-										1	+	+	+	+	1		1												1			$\vdash$	$\rightarrow$	$\overline{}$	+
	safe/responsible cyclists over other																																			1 1	J	ı	
Modal hierarchy	modes of transport and making roads public spaces with shared uses																																			1 1	J	ı	1 1
Modal shift	Modal shift to more efficient modes																																				$\neg$	=	1 1
Road safety	Meeting road safety targets																																					=	1
Road safety	Focus on road danger and casualty reduction																																					<u></u>	1
	Growth in cycling will get to a point where there will be serious conflicts on a daily																																						
Road safety	basis													1																								<b></b>	2
Road safety Sustainable transport and	Segregated cycle facilities should exist	-	₩	_	-	$\rightarrow$	$\rightarrow$	_		├─			⊢	+		-	+-	+		-	₩	-	-	-	$\vdash$				$\vdash$			_		$\vdash$		₩	$\longrightarrow$		4 4
behaviour change	Free capacity to allow for more travel by sustainable means																																			ш		Ь—	1
	Ensure that current sustainable transport trends are maintained and accellerated;									l								1		1																	J	1	
Sustainable transport and	in particular the long-term decrease in									l			I					1		1																	J	ı	1
behaviour change Sustainable transport and	motor vehicle miles	-	1	-	-	$\rightarrow$				<b> </b>			-	-	+	+	1	+	+	<b>!</b>		-												<b>—</b>		$\vdash \vdash$	$\longrightarrow$		4
behaviour change	Shift away from car use towards more sustainable modes																																			ш		Щ.	1
Sustainable transport and beh																																							2
Sustainable transport and behaviour change	Public transport in collabortation with																																						2
-	bicylce use could replace car ownership East and outer London should become				-	$\dashv$								+			+		+																	$\vdash$	-	$\overline{}$	
TfL policy and guidance	focus Re-introduce Trams - construction	<del>                                     </del>			+	$\dashv$	-+	-				_	-	+	+	+	+	+	+	<del>                                     </del>	<del>                                     </del>	+	1	-	$\vdash$				$\vdash$				<del>                                     </del>				$\longrightarrow$	_	+
Trams	impacts but similar scale to road building	1	I							l	l	l	l	1	1	1	1	1	1	1	1	1	1	l	1							l		l	l			1	1 '

	Challenges	GLA Transport Committee	London Travelwatch	Campaign for Better Transport	Confederation of Passenger Transport	FTA	RAC	Institute of Advanced Motorists	Association of British Drivers	Sustrans	Institute for Sustainability	living Streets	S I I D I		The Track	The Portman Estate	NJUG	LHAUC	Urban Design London	LoTAG	Confederation of British Industry (CBI)	Inmidtown	South London Partnership	NWEC	East and South East Transport Partnership	Canary Wharf Group	All Parliamentary Rail Group	Heathrow Airport Limited	Independent Age	Licensed Private Hire Association	First Class Cars (private hire)	Uni East London - Sustainable Mobilities	Open University	London Fire Brigade	Mott MacDonald	David Leibling	Total	Total by Theme
Category	Long term																																			$\longrightarrow$		
Congestion	Congestion and its impact on air quality		$\vdash$			ـــــ												$\vdash$																	$\perp$			1
6-11	Implement key junction improvements for	1			1	l							1									I I														i I	1	
Delivery of transport projects	cycle safety and traffic circulation Upgrade north and south circular routes	_	-	-	-	├	_			-			<del>                                     </del>	_	+	-		$\vdash$				_		_		-					-		_			$\longrightarrow$		
Delivery of transport projects	to full grade separated dual carriageway	1			1	l							1									I I														i I	1	- 1
	Adopt lifelong learning approach to		-												1							1 1														-	- 1	
	improve walking, riding and driving	1			1	l							1									I I														i I	1	1
Driver behaviour	standards																																					
	Cost of fuel and insurance will start to																																			1	1	1
L	drive large numbers of people out of cars	1			1	l							1									1 1														i I		
Economic factors	to other forms of transport. Will we be	-			-		_											$\vdash$																		$\longrightarrow$		
	Pollution and global warming will make	1			1	l							1									1 1														i I	1	ղ
	London a place only for the poor or the rich who stay indoors. Inner suburbs will	1			1	l							1									1 1														i I		
	decay and we will follow American donut	1			1	l							1									1 1														i I		
Environmental factors	pattern of deprivation	1			1	l							1									1 1														i I		
	Average journey times in and out of																																			$\overline{}$	1	1
Journey time reliability	London are increasingly unpredictable																																					
	Designing the road network to better																																			<i>i</i>	1	1
	withstand greater levels of use/climatic	1			1	l							1									1 1														1 I		
Management of road network		_			_	<b>├</b>								_	+	_		$\vdash$																		$\longrightarrow$		-
Modal shift	How to shape London into an attractive city while reducing car dependency	1			1	l							1																							i I	4	
Wodar Shire	Public transport capacity needst o be	_	-	$\vdash$	_	_	_		-				<del>                                     </del>	1				-		-		_		-				-							$\vdash$	$\overline{}$	-1	- 3
	improved to reduce traffic on roads. It	1			1	l							1									1 1														i I	1	ĭ
	should be possible to take bikes on all	1			1	l							1									1 1														i I		
Modal shift	London underground trains at all times.																																					
	Learn lessons from Olympics. Look at																																			1	2	2
	runs in and out of London from North	1			1	l							1																							i I		
Olympic measures	West East and South					-	_											$\vdash$																		$\longrightarrow$		
Population Growth	Road network needs to be able to suppor the increase in population growth	4			1	l							1																							1 I	4	4
- spander or over	Philisophical debate in either re-defining	-	$\vdash$	$\vdash$	-	$\vdash$	-	-	$\vdash$	$\vdash$	$\vdash$		-	-	-	+-	$\vdash$	$\vdash$				$\vdash$		$\vdash$		$\vdash$					$\vdash$	$\vdash$	-			$\longrightarrow$	-1	-
	cycling or redefining road use away from	1			1	l							1									1 1														i I	1	
Sustainable transport and	mass motoring toward better public	1			1	l							1									1 1														i I		
behaviour change	transport and cycling and walking	1		l	1	I	1			I			1	I		1										I										, I	J	
	change in transport away from car use to																																			-	- 1	$\overline{}$
Sustainable transport and	more sustainable modes e.g. walking and			l	1	I				I			1	I		1										I					I					, I	J	
behaviour change	cycling and public transport		oxdot						lacksquare							1		lacksquare																		igspace		
Containable transcent	Changing user behaviour and supporting				1					1				1		1																				ı I	1	3
Sustainable transport and behaviour change	a step change in walking and cycling with a new road infrastructure	1		l	1	I				l			1	I	1	1										I					I					, I	J	
penaviour enalige	Implement Trams for more pleasant	-	$\vdash$	$\vdash$	-	$\vdash$	_	_	$\vdash$	$\vdash$			<del>                                     </del>	_	+	-	_	$\vdash$		$\vdash$		$\vdash$		<b>—</b>		<del>                                     </del>		-		_	<b>-</b>	-	-		$\vdash$	$\longrightarrow$		$\overline{}$
Trams	ambient atmosphere																																			1		'
	Contribute towards meeting increased																																			-	2	2
Travel demand management	travel demand from larger population	1				1	1	I	I	l	i l		1	1	1	1	1	1				I I		1		ı			l	I	ı	1			ı l	ı I	l.	

	Approach	port	don	for	n of ger port	E	O A	e of ced ists	n of ers	ans	for	ets	9 O	£ £	rax	nan	90	O.	ngigu	AG	stry (BI)	U.M.U	don	ы П	outh port ship	oup	onb Suy	port ted	a Br	ate	ars (ars	don	sity	Fire	ald	gui	ota	- e
		LA Trans	Lon	npaign	passer Trans	- [	12	nstitut Advan Motor	ociatio sh Driv	Sustr	nstitute stainab	ng Stre	m'00	ycle H	The T	e Portn	Z	Ψ	an De	LoJ	deration sh Indu (C	nmidto	th Lon artners	Š	and Sc Trans artner	any Wri	arliament Rail Gr	ow Air	ndent,	ed Priv ssocia	Slass C Ivate h	ist Lon ustaina Mobili	Univer	andon f Brig	1acDor	ld Leibi	-	y The
		49 40	ī	Can	Confec			_ '	Ass		- sas	Ē		٥		Ĕ			g		Sorrfec		Sou		East and East Tra Partn	Can	Parl	eathr	ladapu	icensi Hire A	First C	Jni Ea	Open	P	M Off M	Davi		otal
Category	Approach Do not believe in absolute priority for				Ŭ	_															Ŭ											_				$\Rightarrow$	#	=======================================
	some users over others. Appropriate allocatin must be based on the																																					
Balance competing demands	circumstances for each location Road user space should be decided				$\vdash$																															$\longrightarrow$		
Balance competing demands	simply on the volumes of people and their	.																																			1	
a da	Balancing demand might be best judged by quantifying economic and social																																			-	十	$\neg$
Balance competing demands	benefits of each demand according a																																				1	
	A study should be undertaken to look at whether and how the smarter, more																																		i i			
	flexible use of the mix of car lanes, bus lanes and cycle routes can be abcieved																																					
Balance competing demands	(including changing one way to two way and vica versa during certain times)																																					
Balance competing demands	Private cars should not be used in Zone 1					$\neg \dagger$																													t		1	
Balance link and place	Consider movement in context of other functions of a street at a local level																																				2	一
Balance link and place	Allocate primary functions for each of London's roads																																		i i		1	
Balance link and place	Review function of roads and how they may change over coming years																																			$\neg +$		$\neg$
Balance link and place	Design network by determining the use																																			-	_	
Bus Priority	between link and place Re-introduce 3G Bus Priority																																			<b>_</b>	1	ゴ
Communication	Ensure regular and open communication between competing road users				$\sqcup$																																2	
Communication	Make it easier for road users to provide feedback	$\sqcup$			$\sqcup$																																1	
	Key to success will be via the engagement with all and not just some principle stakeholders. Traditionally many					- 1																																
Communication	LA's in London have failed to engage with																																					_
Conflicting priorities	those that use the road resource most Black cabs should not have access to bus lanes when PHV's don't				$\vdash$	$\dashv$																$\dashv$														$\dashv$	+	
	Congestion is not a new problem and						$\neg$																												<del>                                     </del>	-+		-1
Congestion Congestion	should not be considered as such understanding the relationship between					-																													<del>                                     </del>	-+	-	$\neg$
Congestion	congestion and rat running Compulsory purchase of properties near																																				$\overline{}$	
Delivery of transport projects	junctions to provide additional space should be a serious condition and not shunned as too difficult to do																																					
belivery of transport projects	Long term solutions for high profile																																				十	
Delivery of transport projects	junctions could be developed and tested using TfL models  On some roads the balance should be																																				1_	2
	towards public transport, pedestrians and cyclists whereas other roads should give																																					
Demand management	priority to vehicle movements				$\sqcup$																														$\sqcup$	$-\!\!+\!\!$	2	
Demand management	Use other modes to take pressure off road network - including rail and																																				1_	
Demand management	Balance between competing demands should be done in a smarter way, using more data and technology																																				3	6
Economic factors	Prioritise important economic traffic such as freight over car use																																				2	
Enforcement	Minimise unlawful road obstructions  Ban on-street parking on one side of					_																														_		_
Enforcement	street with width of less than 9M																																		$\sqcup$	$-\!\!+$	1_	
Enforcement	Vigorous enforcement of the timed loading bays on TLRN A more flexible approach to speed																																			$-\!\!\!+$		
Enforcement	restrictions, better data collection and a																																				,	
Environmental factors	realistic understanding of the impact Encourage vehicle renewal, use of low NO2 technologies on HGVs					-																														-+	<del>-  </del>	
Freight movement	Reduce impact of non-essential freight deliveries to free up road space				$\vdash$	$\neg \dagger$																														$\dashv$		
	Reviewing performance trends to monitor the condition against funding and					$\dashv$																														$\dashv$		一
Funding	requirements	$\vdash$			$\vdash$																														$\sqcup$	$-\!\!+$		
Funding	More funding and resources devoted to cycling TfL should expand the LIP funding to																																				1	
	provide greater resource for boroughs to undertake larger, more effective projects																																					
Funding	within their borough  Additional capacity to support Blackwall	$\vdash$			$\vdash$										<b>—</b>	<b>—</b>																					1	3
Major Infrastructure	Tunnel and Dartford Crossings through additional river crossings																																				5	
Major Infrastructure	Additional road links in east London in order to support growth areas	$\vdash$																																		$\neg$		7
,	Audit of London's road to access the movement of people and goods as a					$\neg \uparrow$																														$\neg$	$\neg$	$\neg$
Management of road network	basis of responding to the challenges Roads are vital and maintenance and	$\vdash$			$\vdash$	$\longrightarrow$									<u> </u>	<u> </u>																					1	$\dashv$
Management of road network	development are crucial to the efficient					- 1																															2	
Management of road network	Recognise the reality of car use in planning to the same degree as other																																				1	$\neg$
	Raise the priority for speed of journey as well as variability					$\neg \uparrow$																															1	$\neg$
Management of road network	Use iBus data to find and eliminate																																					$\neg$
Management of road network	TfL should set higher targets for the					$\overline{}$																															_	$\dashv$
	TfL should review the extent of the TLRN and SRN to ensure that they provide a				$\Box$	$\neg +$																															-	$\neg$
Management of road network	proper integrated network of key roads for	·																																			1	,
Modal hierarchy	Road hierarchy should be adopted London wide	$\Box$																																				一
Modal hierarchy	Re-instate road user hierarchy less space to be allocated to private					_																														<b>=</b>	3	_
Modal hierarchy	notor vehicles																																				1	6

	Approach	sport ittee	atch	n for sport	n of nger sport	¥T.	SAC	te of nced rrists	on of vers	rans	e for oility	eets	JAG	erts	Trax	man	nue	AUC.	sign	TAG	n of ustry CBI)	U.M.D	ndon Ship	VEC	outh sport ship	harf roup	tany oup	port	Age	vate	Cars	able titles	rsity	Fire	nald	gling	otal	e E
		Comm	Lor	ampaigi er Trans	ederatic Passe Trans			Institu Advar Moto	sociatic tish Drif	Sust	Institut	ing Str	T CC, L	Ovcie	The T	ne Port	Ż	Ė	ban De	Lo.	ederatic Ish Indi (	Inmid	uth Lor Partner	N	East and S East Trans Partner	nary W	arliamer Rail G	row Ai	endent	sed Pri Associz	Class	ast Lor Sustain Mobil	) Unive	ondon	МасDo	vid Leik		by Th
		ß		C2 Bette	Confe				As		Ø	5				F			'n		Confe Brit		SC		Eas Ea:	Can	Ъ	Неаф	dapul	Licen Hire.	First (F	Uni	oper	_	Mott	a		Total
	Approach (cont.)  Wholesale shift from car to public				$\vdash$				-																											-+	-+	-
Modal shift	transport would swamp transport services Set more ambitious cycling and modal				$\vdash$	_								-	-							-														$\rightarrow$	_+	—
Modal shift	shift targets/infrastructure spending Objective is how the movement of people	$\vdash$			$\vdash$																															$\longrightarrow$	2	3
Movement of people and	and goods can be expedited, and congestion reduced to improve the																																					
goods	economic efficiency of the road network Relaxing the rules on out of hours	$\vdash$			$\vdash$						-																									-	2	—
Movement of people and goods	deliveres to reduce congestion during the games should be evaluated for future use																																				1	
Movement of people and	Strategic road network should be prioritised for the movement of people																																					
goods	and goods rather than place Design in 3 dimensions – better	$\vdash$			$\vdash$		-+				-				-																					$\dashv$	2	5
	understanding, evaluation and development of scheme designs at a																																					
Network development	human scale Lessons learnt from Olympics to be				$\vdash$	-+	$\dashv$	$\rightarrow$	$\rightarrow$		-+			-	-			_					-											_		$\dashv$	+	
Olympics measures	further enhanced Understanding the relationship between								-																											-+	5	5
Parking	the price of on street and private parking London wide agreement on parking	$\vdash$							_						<u> </u>																					$\rightarrow$	_+	
Parking	policies which must consider needs of all road users not just residents																																				1	
	Councils should be instructed that if any location generates a disproportionate																																					
	amount of penalties, enforcement should be withdrawn until the reasons for the																																					
Parking	problem are identified Mayor and TfL must review the supply	$\vdash$			$\vdash$			$\dashv$	-						<del>                                     </del>											$\dashv$						$\vdash$					+	$\dashv$
	and demand for parking both at home and in destinations of all sorts and aim for					- 1			- 1													1																
Parking	adequate provision Roll out of Legible London across the	$\vdash$			$\vdash$	-+	$\dashv$	-+	$\dashv$						$\vdash$							-+				$\dashv$						$\vdash$	-				+	4
Public realm	capital  Ensure boroughs comply with their duty to keep pavements clear of obstructions				$\vdash$	-+	$\dashv$	$\overline{}$	$\rightarrow$		$\vdash$				$\vdash$		$\vdash$							$\vdash$		$\dashv$	-					$\vdash\vdash\vdash$			<del>   </del>	+		$\dashv$
Public realm Public realm	keep pavements clear of obstructions Wide, clear continuous and level	$\vdash$			$\vdash$	-+	-+	+	$\rightarrow$		-+			-	-				-						-			-					-			$-\!\!\!+$	-1	$\dashv$
	Creation of public space – with consideration given to how the space will																																					
Public realm	be used (including use for commercial purposes)																																				2	5
	TfL should insist that the contractors pay a sum for each invasion into the road																																					
	which goes into a fund for the eventual reconstruction of the damaged road																																					
Road Condition	surface TfL should investigate the need for many	$\vdash$			$\vdash$	-+	$\dashv$	-+	$\rightarrow$																								-				+	$\dashv$
Road Condition	manholes and aim to reduce their number Set specific targets for road cleanliness				$\vdash$	-+	$\dashv$	-+	$\rightarrow$									-	-				-											-			+	-
D	and agree a clear protocol between TfL and the Boroughs to ensure that streets																																					
Road Condition	are kept free of litter Fund by a charge for all cars crossing							_																													+	- 3
Road pricing	M25 heading into London in the morning Safety and environment to be given				$\vdash$	-+			_																											$\dashv$	+	긕
Road safety Road safety	higher priority There needs to be a safe way for							_														<del>-  </del>														$\dashv$	+	$\dashv$
Road safety	everyone to get around.  Promote the importance of the injury rate					-			_																											-	一十	_
Road space allocation	per mile as a marker for danger Reallocation of road space for cycling																																			=	2	
Road space allocation	Clearly colour coded road lanes for Motorcycles, Scooters and Cyclists																																				1	3
	Redress social exclusion consequences of current road use, including air and																																					
Social issues	noise pollution and reduction in community activity caused by heavy																																				1_	1
Strategic planning	Traffic modelling needs to consider the phenomenon of 'traffic evaporation'														<u> </u>																					$\perp \perp$	1	1
Sustainable travel and behaviour change	Ensure needs of cyclists and pedestrians included in all schemes																															$\Box$				$\bot$	2	
Sustainable travel and behaviour change	Give priority to sustainable modes																																				5	
Sustainable travel and behaviour change	Greater consideration given to cycle education, training and enforcement	Ш													<u> </u>																						1	
Sustainable travel and behaviour change	Greater encouragement and incentives for people to use public transport				$oxed{oxed}$																															$\bot$	1	
Sustainable travel and behaviour change Sustainable travel and	Continue to encourage sustainable modes																																				2	
behaviour change	Priority should be given to public transport - particularly in tram mode																																				2	
Sustainable travel and behaviour change	Potential greater use of cycle freight, particularly in the 'last mile'																																				1	
Sustainable travel and behaviour change	Greater provision for walking and cycling																																				1	
Sustainable travel and	Major development of cycle lanes to every secondary school and then every							$\neg$																														
behaviour change	primary school to reduce the school run Risk assessment should be at the core of	$\vdash$			$\vdash$	-+	_		$\dashv$		$\vdash$											$\longrightarrow$		-		$\dashv$						$\vdash$			-	+	+	16
TfL guidance and policy	road design and provision Test validity of most commonly used	$\vdash$			$\vdash$	$\overline{}$			$\dashv$						<del>                                     </del>							-+										$\vdash$				+	-1	$\dashv$
TfL guidance and policy	models to ensure they are as accurate as possible and used to best advantage	$\sqcup$			$\sqcup \sqcup$																															ightharpoons	1_	
	Clear London wide policy on the role of public space to make money and support for highway authorities to deal with the																																					
TfL guidance and policy	issues  Consistent and accurate application of	$\vdash \vdash \vdash$			$\longmapsto$			-	$\dashv$		<u> </u>				<u> </u>	<u> </u>																$\vdash \vdash \vdash$				$-\!\!\!+$	1	$\dashv$
TfL guidance and policy	guidance relating to tactile paving Better application and understanding of	$\vdash$			$\vdash$			-+							<u> </u>											-									$\vdash$	$-\!\!\!+$		
TfL guidance and policy	shared and level surface schemes  Clear objectives for street and roads				$\vdash$										<u> </u>																					$\dashv$	1	—
TfL guidance and policy	schemes Toolkit for understanding and assessing	$\vdash$			$\vdash$									-	<del>                                     </del>							$\longrightarrow$		<b></b>								$\vdash$				$-\!\!\!+$		
	areas, predicting outcomes of interventions and setting local priorities																																					
TfL guidance and policy	within the London wide policy																																				1_	

	Approach	GLA Transport Committee	London Travelwatch	Campaign for Better Transport	Confederation of Passenger Transport	FTA	RAC	Institute of Advanced Motorists	Association of British Drivers	Sustrans	Institute for Sustainability	Living Streets	) DDI	S H	The Trax	The Portman Estate	NJUG	LHAUC	Urban Design London	LoTAG	Confederation of British Industry (CBI)	Inmidtown	South London Partnership	NWEC	East and South East Transport Partnership	Canary Wharf Group	All Parliamentary Rail Group	Heathrow Airport Limited	Independent Age	Licensed Private Hire Association	First Class Cars (private hire)	Uni East London - Sustainable Mobilities	Open University	London Fire Brigade	Mott MacDonald	David Leibling	Total	Total by Theme
Category	Approach (cont.)		$\vdash$		$\vdash$			$\rightarrow$					-		_							$\vdash$										$\vdash$						
TfL guidance and policy	Prioritisation strategies and tools should be utilised																					1															. 1	.
TfL guidance and policy	Ensure coordination between all policy areas																																				1	
TfL guidance and policy	Appoint a board member with specific motoring experience																																				1	
	TfL should re-instate the Red Route Forum or replace it with a wider											l																										.
TfL guidance and policy	stakeholder group TfL should develop a new comprehensive		$\vdash$		$\vdash$									<u> </u>																		$\vdash$					1	
TfL guidance and policy	driver charter as an essential output from the review																																					.
TfL guidance and policy	TfL must take more balanced view of cycling and the resources allocated to it																																					
	The wider needs of Londoners with regard		$\vdash \vdash$		$\vdash \vdash$				-+					$\vdash$	$\vdash$								-									$\vdash$	-					-
TfL guidance and policy	to safety and the environment must be the paramount consideration for the RTF																																				1	
	TfL models should be used to assess the future demands by all modes on the road network taking into account the forecast																																					
TfL guidance and policy	population and employment growth in east London																																				2	16
Traffic flow interventions	Thorough review of traffic signal phasing is specified																																				1	
Traffic flow interventions	Traffic signalling often seems to be designed to stop rather and keep main arteries in and out of London																																				1 1	.
Traffic flow interventions	Use smart technologies to enable more real time management of traffic flow																																					
Traffic flow interventions	New technologies to manage traffic and people - there is still scope to squeeze improvements from techology (eg traffic signals)																																					
Traffic flow interventions	Traffic signal reviews need more cooperation between the boroughs and TfL's central resource																																					
Trams	Use of freight trams	_	$\vdash$		$\vdash$			$\rightarrow$				<del>                                     </del>	<del>                                     </del>	<del>                                     </del>	<del>                                     </del>							$\vdash$										$\vdash$					<del>.  </del>	
Travel demand management	Innovation through TDM																																					1
Utility and road works	Local authorities and the utilities to work together to better plan works and develop further innovative ways to reduce																																				1 2	
ounty and roda works	Strike better balance between understanding the needs of the road user																																					
Utility and road works	and the needs of utilities to maintain essential infrastructure																																				1	
Utility and road works	Positive encouragement of collaborative working																																				1	
Utility and road works	Incentivise local authorities to carry out their works more efficiently																																				2	
	Financial and performance trade offs should be analysed between programmed maintenance and reactive maintenance using CBA to determine best time to																																					
Utility and road works	intervene Way finding to encourage less popular		$\vdash$		$\vdash$																																1	5
Wayfinding	routes to be used to alleviate pressure on main thoroughfares																																				1	1

	Solutions	t a	<b>1</b> 5 5	5 b 1	1 5 5 E		<u> </u>	Ę	P S	2	'nΔ	ts	Q	Į į	ĕ	an te	<u></u>	ō	5, 5	oj l	चित्रेड	Ę	등달	S €	병율	높막 콩≥	와 병	D S	e a	8	E E E S	₽	9 9	P P			
		ransp	Lond	velwati paign f	ransp asseng		2	⊴.	ciation Drive	Sustra	stitute f ainabil	gStree	c, LJA	Se He	The Tr	Portm: Estz	NJU	LHAL	n Desj. Lond	LoTA	ration Indust (CE	midto	r Lond	NWE	ransp	ry white	al Gro	L'mit	d Priva	sociati	ass Ca t Lond stainat Aobiliti	nivers	idon Fi Briga	acDon?	Leiblir	Ĕ	Then
		GLA Tran	٩	Cam	orfede				Asso Britis		Sust	Livin	9	े		The			Urrba		orfede	=	South	East and	East .	Canary	Eathro E		depen	lire As	ni Eas	) nado	Į.	10tt M	Davic		otal b
Category	Solutions				0																0						Í		= =	Ι .	_ >			≥	$=\pm$	士	
	Smoothing traffic should not jeopardise the viability or vitality of high streets or																																				
Balance link and place	district centres  Reduce impact of through traffic and			+-	+														-						_		+-	+	+	+	+			$\vdash$	$\longrightarrow$	1	$\dashv$
Balance link and place	remove urban motorway character of		_	+	+																				_	_	_		_		-			$\longmapsto$	$\longrightarrow$		2
	Guidance on bus operational needs and safety requirements before projects are					1																															
Bus Operations	started (town centres and areas where bus stops/stands are to be included)																																	igsquare	$\longrightarrow$		
Bus Operations	Orbital express bus routes  Bus stop redistribution to rationalise bus			_	+	<del>                                     </del>															-		-	-	+	-	+	+	+	+	+			╁	-+	-+	-
	operations, reduce congestion and encourages activity and destination																																				
Bus Operations	towards heart of the street Travel by coach is on of the most		-	+-			-														-				+		+	+	+	_	+			╁	$\longrightarrow$		3
Coach travel	environmentally friendly forms of Visitor attractions and trip attractors			+															-				_		_		-	-	+	_	+			$\vdash$	$\longrightarrow$		
	compelled to provide sufficient set down/pick up places for coaches close to																																				
Coach travel	entrances Provide appropriate minimum coach		_	+																					_		_		4	_	<del> </del>			$\longrightarrow$	$\longrightarrow$		
Coach travel	parking facilities																									_					ļ			1	$\longrightarrow$	1	
Coach travel	Provide safe and secure long term and overnight coach parking																														<u> </u>			$ldsymbol{ldsymbol{ldsymbol{eta}}}$	$\longrightarrow$	1	
Coach travel	Ensure coaches have required facilities to stop outside hotels for loading/unloading																																	$ldsymbol{ldsymbol{ldsymbol{\sqcup}}}$	$\longrightarrow$	1_	
Coach travel	Incentivise group travel Ensure coaches can use all existing bus			+																	-				+		+	+	+	+	+			$\vdash$	$\rightarrow$	<del></del>	$\dashv$
Coach travel	infrastructure (e.g. use of bus stops on borough roads)																																			1	7
Congestion	Consider many different solutions – see future on road congestion report (GLA)																																			1	$\neg$
	Independent study/review into causes of congestion followed by marketing																																			$\neg$	$\neg$
Congestion	campaign to raise awareness Reducing congestion should not be at the			+	+																				_		_	_	4	_				igspace	$\longrightarrow$	1	
Congestion	expense of local economy			+	+	<u> </u>									_		$\vdash \vdash$							_	$\bot$	_	4	4	+-	_	4			$\longrightarrow$	$\longrightarrow$		
Congestion	Provide details of the necessary levels of congestion to consider further road user																																	1			
Congestion	charging Increase road capacity to tackle			+	+												$\vdash$								$\dashv$		+	+	+		1			$\vdash$	$\rightarrow$	-†	$\dashv$
Congestion	congestion by road widening and tackling bottlenecks																																			1	
Congestion	Stop the closure and narrowing of roads and the removal of gyratories																																			1	
Congestion	Opposed to Tram schemes High quality cycle facilities such as outer			+	+																				_		-	+	+	_				$\vdash$	$\rightarrow$	1	7
Cycle facilities	London segregated cycle infrastructure Reducing the number of junctions and			+	+													-					_		-	-	-	+	+	+	-			$\longmapsto$	$\longrightarrow$		
Delivering transport schemes	replacing them with public space increases the safety for cyclists																																	1		2	
Delivering transport schemes	It egal changes to allow cyclists to turn left.																																			2	
	Improving bus hot spots will reduce delays to not only buses but all modes																																			1	
Demand management	Development of a consistent strategic																														1				$\overline{}$	<del>- }</del>	Ť
Domana managomoni	road network More orbital routes and more reliable and			+	+																	- t			$\top$		+	+	+	+	1			$\dagger$	-+	-+	$\neg$
Demand management	higher volume routes between regional centres																																	$ldsymbol{ld}}}}}}}}}$		1	
5	Improvements to connectivity such as underground and DLR extensions and																																	1			
Demand management	Crossrail schemes Initiatives that influence how/when the			+	+																						-		+		+				-+	-+	-
Demand management	road network is used to make best use of assets																																			2	
	Consider extending journey planner to provide advice of parking locations near																																				
Demand management	stations to enable public transport use for bulk of journey																																	1 /		1	5
	Greater statutory requirement for developers to consider impacts of																																		$\overline{}$	$\neg$	
Developer impacts	developments on transport Investment from Crossrail and other		_	+													$\vdash$							_	+	_	+	_	+-	_	1			$\longmapsto$	$\longrightarrow$		—
Developer impacts	major developments for regeneration of London's roads and pavements																																	1 1		1	
Developer impacts	Maximise on CIL, S106 and TIF																							$\Rightarrow$	丰	$\perp$	丰	1			1			ightharpoonup	<b>=</b>	<b>二</b> ‡	3
Enforcement	Attach higher priority to enforcement of traffic regulations																										1				1			$\sqcup \sqcup$			
Enforcement	Remove traffic calming measures such as speed humps														$ldsymbol{ldsymbol{ldsymbol{eta}}}$		Ш																	igsquare		1	
Enforcement.	TfL should ensure that there are more traffic police on patrol in the same way as																																	[ <b>/</b>			
Enforcement	on buses to enforce better driver Consider the impacts of new road			+	+												$\vdash\vdash\vdash$		-	$\dashv$	-	-+	-+	+	+	-	+	+	+	+	+			+		+	3
Environmental measures	infrastructure and river crossings on public and environmental health																																			1	
Environmental measures	Encourage low carbon vehicles (not through parking permits)																																			1	$\neg$
	More should be done by the Boroughs in dealing with air pollution caused by their																																		$\neg$	$\neg$	$\neg$
Environmental measures	residents		_	+	+			$\vdash$							<u> </u>		$\vdash \vdash$							$-\!\!\!+\!\!\!\!-$	$\dashv$		+	_	+	_	1			$\longmapsto$	$\longrightarrow$		—
Environmental measures	Encourage high polluting vehicles to switch to lower polluting ones			4	1																				$\perp$	_	1	1	1		1			$\longrightarrow$	$\longrightarrow$		4
Freight management	Remove barriers which impair efficiency of freight			$\bot$				igsquare						ļ	<u> </u>		$\sqcup \sqcup$								$\bot$					_	1			$\sqcup \sqcup$	$\longrightarrow$	1	
Freight management	Review of over restrictive Lorry Control Scheme			1																							1		1		1			igsquare	$\perp \perp$	2	
Freight management	Encourage boroughs to relax out of hours delivery curlews																																		l	2	
	Provide suitable facilities for drivers of goods vehicles to take short and long																																				
Freight management Freight management	breaks Manage increasing levels of freight			+	+									<b> </b>			$\vdash$			-+			-+		+	-	+	-	+		+			+	$\longrightarrow$	1	$\dashv$
Freight management	Freight consolidation Improve routing and scheduling (including			1																				$\dashv$	$\dashv$									$\Box$	ightharpoons		=
Freight management	out of hours)				1																													$\perp \perp \perp$		1	

	Solutions	nsport	ondon	ign for insport	tion of senger insport	ĮŢ.	RAC	IAM	tion of Drivers	strans	ute for ability	streets	MAG	Herts	e Trax	ortman Estate	NJUG	HAUC	Design	.oTAG	tion of odustry (CBI)	dtown	ondon	WEC	South insport ership	Wharf Group	entany Group	Airport	nt Age	nvate	s Cars	ondon	versity	on Fire rigade	Donald	Bipling	Total	heme
		SLA Tran Comm	Trave	Campa etter Tra	rrfedera Pas: Tra				Associa British E	S	Instit	Living S	'OOT	Cycle	. ₽	The Pc		_	Urban [		rrfedera 3rttish In	ını	South L Partn	_	East and East Tra Partn	Canary	Parliam Rail	athrow,	epende	ensed F	rst Clas	i East L - Susta Mo	pen Unik	Londo	oft Mac	David Lo		tal by T
Catavani	S-h-ti(t)		$\rightarrow$	ğ	8	$\rightarrow$															8"	$\vdash$			ш ш			£	Ind	을로	Ĭ.	5	ō		ž		$-\!\!\!\!+\!\!\!\!\!-$	릐
Category	Solutions (cont.) Work with logistic industries to do things											_															_										-	$\neg$
	differently with the Mayor developing a multi-modal logistics strategy that																																					
Fraight management	maximises opportunities for freight by																																					
Freight management	water and rail Consider the permenant suspension of		_			-+	-+		-	_													-					_			-	_					-	$\dashv$
	some of the London Lorry Control System (LLCS) restrictions could now be																																					
Freight management	considered																																				1	
Freight management	Significantly increase the current £60 fine for overheight vehicles at Blackwall																																				1	11
	Sufficient funding is available from																																					$\neg$
	existing taxes, further road charging would only be supported if general																																					
Funding	motoring taxes could be reduced pro rata Long term funding and better cooperation		_							_				<b>.</b>		ļ																_						—
Funding	between HA's for road maintenance																																				2	
Funding	Source of funding could be the £3billion of saving highlighted in the McNulty																																				1	
Funding	Consider renaming junctions and seeking																																					$\neg$
r driding	commercial sponsorship JTR is inadequate measure when JTR		_			-+				-+	-																-	-			-	-	-			_	+	-1
	may be good even when roads are heavily congested and have very low																																					
Journey time reliability	average speeds																																				1	1
	Improving journey time reliability, achieving better connectivity across the	l [		I	ļΓ	Γ	[				Γ	Ī					]								Γ			ſ		[								
Journey time reliability Junction improvements	Capital and reducing congestion are key Review of junction design and layout	$\vdash$					<del></del>			$\dashv$	$\longrightarrow$			<u> </u>		<u> </u>						$\vdash$					_						_				_	_
vancuon improvententa	Success of schemes such as Henlys	$\vdash$	$\dashv$					-+	-	$\dashv$	$\overline{}$				<del>                                     </del>		$\vdash$					<del>   </del>	_		$\overline{}$	-+	$\dashv$	-+		<del>   </del>	-+	-+	$\dashv$	_			$\overline{}$	$\dashv$
Junction improvements	Comer at increasing road capacity through local improvements										- 1													l													ا	
Junction improvements	Raised junction crossings							=	二	$\rightrightarrows$	$\Rightarrow$															$\Rightarrow$	$\Rightarrow$				=	=	ightharpoons				1	コ
Junction improvements	Diagonal crossings Roll out lane rental to all London Roads	$\vdash$			$\vdash$					-+					<del></del>												-										2	6
Lane rental	and Nationally (subject to review)				oxdot				_								$oxed{oxed}$					lacksquare														_	1	_
	Balance the potential negative impacts of Lane Rental on the consumer (cost and					Γ					Γ	I													Γ													
Lane rental	disruption)		$\rightarrow$							_																	_										1	2
Local measures	Solutions based around a mix of local, sub-regional and pan-London solutions																																				1	1
Major infrastructure	Removal of one way gyratory systems Existing delays and congestion as severe									$\rightarrow$																	_										4	$\exists$
	as those junctions identified in RTF press																																					
	release occur at a number of junctions in east London such as Tower Hill, the																																					
	junctions providing access to the Isle of Dogs, the Blackwall Tunnel approaches																																					
Major infrastructure	on both sides of the river and at key A13																																					
Major mirastructure	junctions Suggest the east-west corridor from	$\vdash$	$\dashv$			-+	-+	_	-	$\rightarrow$	-	$\rightarrow$		<u> </u>	-	1	$\vdash$					$\vdash$	-	-	_		$\rightarrow$	-		-	-+	-	-+	-		-	+	$\dashv$
	Upper/Lower Thames Street to the A13																																					
Major infrastructure	should be selected as a strategically chosen area																																				1	
Major infrastructure	Review the City of London 'ring of steel' to ensure that it is still fit for purpose																																				1	
	Focus on junction improvements, traffic																																					ヿ
Major infrastructure	light phasing and traffic calming and traffic flow management policy																																				1	
	Consideration of east London's high profile junctions including tunnel options																																					
Major infrastructure	in order to release space at ground level																																					
major mirastructure	for improved urban realm and Sub-regions roads key to supporting		$\dashv$			-+	-	-	-	-+	-																-	-			-	-	-				-+	᠆
Management of road network	economic growth but could be hindered if network becomes constrained																																				1	
Management of road network	Smoothing Traffic Flows																																				3	_
Management of road network	Providing redundancy into road network  Asset deterioration and cost prediction	$\vdash$	$\rightarrow$			_			-	-+	-			<u> </u>	-							-				-		-			-+	-	-+					—
Management of road network	tools for footways and carriageways	$oxed{igspace}$							Ļ_					ļ																						ļ_	1	
	Cost/Funding model for highway Value for money framework for highway	$\vdash$	-		$\vdash$	$\overline{}$	-+		-+	$\dashv$	-+			<del>                                     </del>			$\vdash$					<del>   </del>			+	+	-+	-+		<del>   </del>	<del>- +</del>	-	-+	-	<del>-  </del>	-	+	$\dashv$
Management of road network	structures	$\vdash \!$			$\vdash \vdash$					_							$\vdash$	$\Box$			_							$\dashv$		$\vdash$								_
	Automatic count data can be of limited value as it does not show direction,					- 1	- 1				- 1													l													1	
Management of road network	vehicle type, time of day  Prioritisation tool for strengthening and	$\vdash$	-		$\vdash$	-+	-+		-+	$\dashv$	-+						$\vdash$								<del></del>	+	-+	-+		-	-+	-+	-+	-		-+	1	$\dashv$
Management of road network	maintenance for highway structures	$\longmapsto$												<u> </u>			$\vdash$					$\sqcup$								$\vdash \vdash$						_		_
Management of road network	Facilities and capacity for private motorists and delivery and servicing								L					<u> </u>	<u> </u>	<u> </u>	<u>                                      </u>			L	<u> </u>															L	1	
	Integrated transport for the modern age is required, moving away from medieval					$\neg \neg$	$\top$			$\top$	$\neg \neg$														$\neg \neg$		$\top$											$\neg$
Managage	road layout to modern blueprint fot main					- 1	- 1				- 1														- 1								- 1				.[	
Management of road network	Aviation - routes into and out of capital to	$\vdash$	$\dashv$		$\vdash$	$\rightarrow$	-+	-+	-	$\dashv$	$\rightarrow$	-		<b>-</b>	$\vdash$	<b>-</b>	$\vdash$					<del>   </del>	-	-	$\rightarrow$	-+	$\dashv$	$\dashv$				-+	$\dashv$	$\dashv$	-+	-+	+	$\dashv$
Management of road network	key locations	$\vdash \vdash$			$\vdash$	<u>_</u>	$\longrightarrow$		$-\!\!\!\!\!+$	$\rightarrow$				<u> </u>			$\vdash$				<b>—</b>	$\vdash$			<u>_</u>	-+							$\longrightarrow$				1	—
	Traffic management must not be considered as isolated 'point by point'					- 1	- 1				- 1																										1	
Management of road network	projects but involve the wider impacts not					- 1	- 1				- 1																										1	
3	Greater use of traffic management and					$\overline{}$				$\dashv$	$\neg \uparrow$			İ											$\overline{}$		$\neg$	一十			-						$\neg$	$\neg$
Management of road network	control systems to mimise impact of planned and unplanned disruptions	L ∣				1	[		_	_	1			L		L					L	<u> </u>			1	_	_ 1	_		_			_ 1	_		_	1	_
	TfL should improve signage at roadworks								$\neg \vdash$																			一十									$\neg$	$\neg$
Management of road network		╙																																			1	$\Box$
	TfL should carry out benefit/cost analysis of roadworks taking into account the		T			Т	T	T	T	T	T												T		T	T	T	T			T	T	T	T			1	7
Managament of road not	nature and length of delays and put					- 1	- 1				- 1																										.[	
management of road network	pressures on contractors to work more Road signage should promote place	$\vdash$	-		<del>                                     </del>	$\overline{}$	-+	-	<del></del>	$\dashv$	-+			<del>                                     </del>	<del>                                     </del>							<del>   </del>			+	<del>-  </del>	$\dashv$	$\dashv$		<del>   </del>	-+	<del>- +</del>	-+	-			-+-	$\dashv$
Management of road network	names, which people recognise, rather					- 1					- 1																										1	
management of road netWOIK	TfL should undertake a review of signage	$\vdash$	-			-+	-+		$\dashv$	$\dashv$													-			-+		$\dashv$						-+			$\overline{}$	$\dashv$
Management of road network	on the TLRN and SRN with criteria of legibility and appropriateness																											- 1									1	
	There should be a target of at least one						$\neg \uparrow$			$\neg$																	$\neg \uparrow$						$\neg \dagger$				$\neg$	$\neg$
Management of road network	VMS sign every 2km in each direction of the TLRN and SRN (total 2,800 signs)													I	l	I	1			1		1						- 1					- 1				1	

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		ranspo	Londo	aign fo	ation	FT	AS AS	₹	Driver	Sustrar	titute f	Streel	S, LIA	e Fe	he Tra	Portma	NOUN	LHAU	Desig	LoTA	ation (	nidtow	Londo	NWE	d Sour ranspo tnersh	y Wha	nentai II Grou	, Airpo Limite	ent Aç	Privat	iss Ca	Londo	liversi	don Fir Brigac	cDona	Leibili	Ţġ	Them
		SLA I	Tra	Camp	rfeder	-			Assoc	0)	Susta	Living	Š	Š		F F			Urbar		rifedel	Ξ	South		ast an East T Par	Canar	Parlia	athrow	puada	ensed re Ass	rst Cla	i East I - Sust	nac	Lon	att Ma	David		tal by
Category	Solutions (cont.)	$\overset{\circ}{-}$		ä	8	+	-	-+							-						8"				ш ш			Ŧ	Ind	을로	Œ.	5	ō		ž	$\dashv$	$\dashv$	
Management of road network	Review all bus lanes in terms of timing, usage and appropriateness																																				1	20
Network development	Where there is an obvious need to tackle hot spots and pinch points through design																																				1	1
	Radical means of increasing physical capacity on the road network need to be																																					
New infrastructure Olympic measures	considered Learning lessons from the Olympic	-			+	+ +		-+											-			-	-									_	$\rightarrow$	-	$\rightarrow$	$\rightarrow$	2 	1 
Parking	Refinement of loading and parking provision																																				2	
	Increase the cost and reduce the amount of car parking, increase cycle parking and																																					
Parking	introduce London wide road user charging Parking is the forgotten part of transport					+ +																													$\rightarrow$		+	$\dashv$
Davidson.	policy and must be integrated with other elements as a key part of London's road																																					
Parking	policy TfL should set a lead in ensuring that	-			+	+	_	-+											-		-		-			_						-+	_	_	-		$\dashv$	$\dashv$
Parking	parking enforcement follows the spirit of good traffic management rather than																																					
Farking	income generation There should be a London wide policy				1	+ +					<del>-  </del>																										一十	-
Parking	review of all yellow lines and their status, including the times that they apply and																																					
. Grang	their purpose Residential bays that are empty during the daytime could be utilised to good				1																														$\dashv$	$\dashv$	十	
	effect, providing a resting place for Private Hire and Taxi's and thus reducing																																					
	unnecessary milage and emissions. Vehicles could simply be moved if a																																					
Parking	resident required the bay Recognise the needs of non-car road				_	+									<u> </u>																				$\longrightarrow$			-
Parking	vehicles for parking, access and loading as part of overall roads policy																																				1	8
Performance measures	Need to measure pedestrian movements through junctions																																				1	$\Box$
Performance measures	Increase in van usage needs to be better understood														L																							
Performance measures	Maintaining and improving bus performance	1																																				$\Box$
Performance measures	Smoothing traffic must also be about pedestrian flows																																				1	4
Public realm	Long term vision statement on walking and public realm																																				1	
Public realm Public realm	Pedestrian friendly streets  New tree planting					+		-																											$\dashv$	$\dashv$	2	=
Public realm	Improve quality of paving Prioritisation tool for lighting schemes					+		=																									_		=	=	4	=
Public realm Public realm	(risk based) Removal of unnecessary street clutter				+	+		-+															-									_	$\rightarrow$	-	$\rightarrow$	$\rightarrow$	1 4	$\dashv$
	Remove the tarmac colour chaos and provide consistent road markings and																																					
Public realm	colours to prevent confusion and enable removal of street clutter signage																																				1	11
Road hierarchy	Road junction design – prioritise the needs of pedestrians and cyclists																																				1	1
Road pricing	Road user charging behaviour change to be rolled out in a					+	-	_														_													$\dashv$	$\dashv$	1	=
Road pricing	strategic manner with road pricing rather than congestion charging																																				1	
Road pricing	There could be a case for hard demand measurements such as pricing and tolling																																				2	
Road pricing	Double the congestion charge and use the money to invest into more cycling																																				1	
Danid anticipa	Extension of Congestion Charge zone into east London, has potential to provide																																					
Road pricing	significant reductions in vehicle trips Consider implementing motorcycle based	$\dashv$					_	$\dashv$			-+												_				-								$\dashv$	$\dashv$	$\dashv$	5
Road safety	rapid response teams for accidents and collisions																																					
Road safety	Reduce cycling/freight collisions, ensuring policy and decisions are genuinely and																																					
Road safety	robustly evidence based Road Safety education and training programmes																																		$\dashv$	$\dashv$	-	$\dashv$
Road safety	High level cycle network alongside railways should be investigated					1 1									<u> </u>							$\neg \uparrow$													$\dashv$	$\dashv$	_	$\dashv$
	Off road cycle facilities should be considered but not by simply taking away					1 1									1							$\neg \uparrow$													$\neg$	$\neg \uparrow$	$\neg \uparrow$	$\neg$
Road safety	existing road space Accident hot spots should be reviewed in				1	+									-																				$\longrightarrow$		1	_
Road safety	conjunction with traffic hot spots - particularly where they overlap																																				1	6
Road space allocation Road space allocation	Carriageway resurfacing to denote zones Proposals that are traffic capacity neutral				1	+									1							_	_										_		二	$\Rightarrow$	#	=
Road space allocation	Value management framework for footways and carriageways					1 1																$\neg \uparrow$											一		$\neg$	$\neg$		$\neg$
,	Bus lanes should be re-allocated where they do not transport more people per					1 1									1							$\neg \uparrow$													$\neg$	$\neg$	$\neg$	$\neg$
Road space allocation	hour than would otherwise be transported by private cars																																				1	
Road space allocation	Removal of superfluous traffic lanes and carriageway space																																				1	$\Box$
Road space allocation Signal removal	Close some roads to through motor traffic Traffic signal removal	$\neg$					$\neg$	$\dashv$	$\neg$		$\dashv$								$\neg$	$\neg$	$\neg$	$\dashv$	$\dashv$	$\dashv$	$\neg$	$\neg$	$\neg$	$\dashv$			$\blacksquare$	$\dashv$	$\dashv$	$\dashv$	=	$\dashv$	1 2	8
Smarter travel	Smarter Travel initiatives How will smarter travel funding for							$\dashv$			$\Rightarrow$								_			$\dashv$										_	_		$\Rightarrow$	#	2	ゴ
Smarter travel	boroughs be protected through future LIPs funding																					- 1											ļ				1	
Smarter travel	Traditional and one way car clubs Smarter travel and behaviour change					+	$\dashv$	$\dashv$			$\dashv$											$\dashv$	_									_			$\Rightarrow$	$\Rightarrow$	4	=
Smarter travel	measures : travel plans Consider WEBs (Wider Economic				_	+									<del>                                     </del>		1																		$\longrightarrow$	$\dashv$	2	9
Social issues	Benefits) Adopt London wide speed limits (20mph				$\vdash$	+ -										-	-																		$\longrightarrow$	$\rightarrow$		
Speed limits Sustainable transport and	in all residential roads if properly  Promote innovative ways to reduce car					+									<del>                                     </del>		-					-+													$\longrightarrow$	$\rightarrow$	3	3
behaviour change	ownership				1												1																				1	

	Solutions	ansport mittee	ondon	ign for	ition of senger ansport	FTA	RAC	IAM	ation of Orivers	strans	ute for nability	Streets	MAG	Herts	e Trax	ortman Estate	NUG	HAUC	Design	OTAG	ition of dustry (CBI)	idtown	ondon	VWEC	South	Wharf	All entary Group	Airport	nt Age	Private	s Cars	ondon alnable bilities	versity	on Fire rrigade	Donald	eibling	Total	heme
		GLA Tran	Trave	Campe Retter Tro	Sonfedera Pas Tra				Associa British I	Ø	Instif	Living 8	CCC	50/0	=	The P.			Urban		Confedera British Ir	Inm	South I Partr		East and East Tra	Canary	Parliam Rail	Heathrow	epuedepu	icensed!	First Clas	Jni East I - Sust: Mc	Open Uni	Lond	Mott Mac	DavidL		otal by 1
Category	Solutions (cont.)	<del>                                     </del>	<del>                                     </del>	<del>-</del>	<del>T ~ 1</del>		<del>                                     </del>		-	-					<del>                                     </del>						0		-+	-+	$\rightarrow$	-+	-		<del>-</del>		+	<del>Ĭ</del>				-		——
Category Sustainable transport and	Additional cycle stands	1			+																			-	-						1					-	-	
behaviour change																																					1	
Sustainable transport and behaviour change	Incentives to increase public transport use																																				1	
Sustainable transport and	Reallocate/prioritise road space in favour of cyclists, pedestrians and public																																					
behaviour change Sustainable transport and	transport Regular Car free events	<del>                                     </del>	1		+			-	_						<del>                                     </del>								-+	-+	$\dashv$	$\rightarrow$	-+		-		1		+			$\rightarrow$	-4	-
behaviour change Sustainable transport and															ļ																					$\longrightarrow$	1	
behaviour change	Prioritise walking and cycling on local roads																																				1	
Sustainable transport and behaviour change	Recyclebank app to reward sustainable transport use to be rolled out with GLA and Boroughs																																				1	
Sustainable transport and	Major development of cycle lanes to																																					
behaviour change	every secondary school and then every primary school to reduce the school run																									- 1			l	l							- 1	
Sustainable transport and	Develop bike carrying trolley buses for		<u> </u>		-					$\overline{}$		$\overline{}$											-	$\neg$	$\neg$	$\neg$	$\neg$				_					-	-	
behaviour change	areas of London where there are hills																																				1_	12
Taxi management	Reduce the number of cruising taxis		$\vdash$		$\vdash \Box$			$\Box$															耳	$\neg$	$\neg$	二丁	=				$\vdash$	lacksquare				二丁		1
TfL policy and guidance	More systematic approach to project appraisal	1	I	l	1 1										I	l		I				1		- 1		- 1	l		l	l	1	1 1				- 1	4	
	Publish annual congestion charging	1	<b>!</b>		1			-							1	t						<del>   </del>	-+	-+						<del>                                     </del>	1		- +			$\rightarrow$	$\overline{}$	-
TfL policy and guidance	monitoring reports Implement existing regulation more	-	<u> </u>		+-+										-									$\rightarrow$	$\rightarrow$						-	$\vdash$				$\longrightarrow$		—
TfL policy and guidance	consistently and effectively		<u> </u>																																	$\longrightarrow$	1_	
70	Consider if all transport related policies and delivery should be co-ordinated by																																					
TfL policy and guidance	one body Pedestrian pinch points must be																						-+	-+	$\dashv$	$\rightarrow$	$\dashv$				1		$\rightarrow$			$\rightarrow$	-+	-
TfL policy and guidance	addressed TfL should recruit an train traffic							-		-										-			-+	-+	-+	-+												-
TfL policy and guidance	engineers, in the same way that signal engineers are for the Underground Question how much SCOOT can increas																																					6
Traffic flow interventions	capacity at junctions																																				11	
Traffic flow interventions	Smooth traffic flows through junction improvements signal times/removals																																				2	
Traffic flow interventions	Using traffic signals in a smarter way can better control traffic flows and apportion congestion																																				2	
	Consider more green flow routes and linked lights and review the sequencing o	r																						$\neg$														$\neg$
Traffic flow interventions	multi-arm junctions Consider showing countdown phases to	_			$\vdash$																		-+	-+	$\dashv$	$\rightarrow$	$\dashv$		_	_	_				_		<del></del>	$\dashv$
	the next green or red phase on traffic lights as is done in some continental																																					
Traffic flow interventions	countries to reduce red light running Pedestrian lights should be timed so that	1	<u> </u>																					_	$\rightarrow$		-+				1				_			-
Traffic flow interventions	pedestrians have to wait the minimum	<u> </u>	<u> </u>																					$\rightarrow$														
Traffic flow interventions	Link pedestrian lights to neighbouring junction lights						$\sqcup$																									$\sqcup \sqcup$					1	
	The command and control centre set up by TfL during the games proved successful and significant benefits would																																					
Traffic flow interventions	be achieved from retaining and		L	L	⊥ ∣		∟ ∣								L			I											L	L							1	10
Traffic signal upgrades	Maximise use of SCOOT, UTC and ITS																																				4	=
Traffic signal ungrados	Review current signal equipment and technology and upgrade and ensure that																																				4	
Traffic signal upgrades Traffic signal upgrades	it is appropriately funded Review and Re-phasing traffic signals	+	$\vdash$	<del></del>	1						_		-		<del>                                     </del>	-	$\vdash$	-				<del>   </del>	-+	-+					$\vdash$	$\vdash$	+-	$\vdash$	-+		_	-	- 4	-
Traffic signal upgrades	Remove traffic signals or review timings	<del>                                     </del>	<b>†</b>								-	-	_		<b>†</b>	<del>                                     </del>				-		<del>   </del>	$\overline{}$	-+	_						<del>                                     </del>		-			$\overline{}$	1	11
Tram	Policy that gave birth to DLR and Croydon Tramlink would be first port of																								一											$\neg$	2	
Utility and road works	Minimise impact of planned and unplanned events on road network																								一十											$\neg$	-	一
	Consider the Kent CC permit scheme				+																	<del>                                     </del>	-+	-+	-+	_							<del>-  </del>			$\dashv$		-
Utility and road works Utility and road works	model Improve the quality of reinstatements	-	<del>                                     </del>		+		$\vdash$						-		<del>                                     </del>							<b>—</b>	-+	-+	-+	-					-	┝				$\longrightarrow$		-
	Any plant under highway be replaced																					<del>                                     </del>	$\neg \dagger$	-+	$\dashv$		$\dashv$						-			$\dashv$	一十	$\dashv$
Utility and road works	before the end of its design life Future proof the road by laying new			<del>                                     </del>	$\vdash$		$\vdash$		$\dashv$						<del>                                     </del>							+	-+	$\dashv$	-+	-	-+					$\vdash$	-+			$\dashv$	+	$\dashv$
Utility and road works Utility and road works	ducts and new access chambers Better roadworks management	+	Н—	⊢—			$\vdash$	$\rightarrow$	-				-		-	⊢—	$\vdash$					-	-+	-+	$\rightarrow$	$\rightarrow$			₩	₩	+-	$\vdash$				$\longrightarrow$	<del>- 1</del>	
Utility and road works Utility and road works	Service subways for cables and pipes	+	-	<del></del>		$\vdash$	$\vdash$	-	-	-		-	-		<del>                                     </del>	$\vdash$	$\vdash$		$\dashv$			<del>   </del>	-+	-+	$\rightarrow$	$\rightarrow$			$\vdash$	$\vdash$	+-	$\vdash$	$\rightarrow$			$\longrightarrow$	<del>- +</del>	
	Improve wayfinding for pedestrians and	<del>1                                    </del>	<del>                                     </del>		1		$\vdash$		-				-		<del>                                     </del>							<del>   </del>	$\overline{}$	-+	-+				<del>                                     </del>	<del>                                     </del>	<del>1</del>					$\rightarrow$	$\overline{}$	Ť
Wayfinding	cyclists		<u> </u>																																		2	
Wayfinding	Better signposting for routes that are suitable for cyclists		1					l								1								- 1		l					1				l	- 1	2	4

	Delivery	nsport	ondon watch	gn for	ion of enger isport	FTA	RAC	IAM	ion of rivers	strans	ability	treets	UAG	Herts	Trax	rtman state	900	AUC	esign	DTAG	ion of dustry (CBI)	dtown	ondon ership	WEC	South rsport ership	Wharf	All Sroup	urport mited	t Age	rivate	Cars	ondon inable oilities	ersity	n Fire igade	onald	ibling	Total	heme
		GLA Tran Comm	Тгаvel	Campai	Confederat Pass Tran				Associat British D	S	Institu Sustain	Living S	LCC,	Cycle	The	The Po		٥	Urban D	ے	Confederat British In	in in	South Lo	z	East and East Trai Partn	Canany	Parliame Rail (	Heathrow A	ndepender	licensed P	First Class	Jni East Lo - Sustal Mot	Open Univ	Londo	Mott MacD	DavidLe		otal by T
Category	Delivery			<del>                                     </del>	1		-		-	-+	_										0				_		-				1	<del>                                     </del>			-		-	-7
Bus Operations	Invest to improve public transport network including better bus routes																																				- 1	
Data Operations	Recognition of the part that coaches help									_																											-	-1
Coach travel	in reducing congestion and improving air quality																						- 1														1	- 1
Congestion	Focus efforts on reducing congestion																																					
Congestion	Campaign to improve public awareness of the causes of congestion																																				1	- 2
	Ensure consultation with businesses on			1						$\dashv$																	_										-	一
Consultation	projects and schemes				+					_															$\rightarrow$	$\rightarrow$	$\rightarrow$					-					$\longrightarrow$	
	Wide range of project ideas where areas are in need of improvement (Parliament																						- 1															
Deliver transport schemes	Sq, Whitehall, Bridge spaces, Kings Cross/Euston Road, Old St and more)																						- 1														1	
	Expedite the delivery of the new east								-	$\neg$																$\neg$	$\dashv$					$\vdash$					-	
Deliver transport schemes	Thames crossings A project to reduce the number of			<u> </u>	+ +					-												-		_		-+	-+				<u> </u>						3	
D-1: b	borough roads opening onto the TLRN in																						- 1															
Deliver transport schemes	inner London There is a compelling case for prioritising				+			_	-	$\rightarrow$	-	-															$\rightarrow$				_					-	-+	
Dolls or transport schames	consideration of east London's road																						- 1															_
Deliver transport schemes Demand management	network by the Roads Task Force Community Street Audits			1	+		-+		+	$\dashv$				<del>                                     </del>	<b>—</b>	<b>!</b>	Н	<del>   </del>				<del>   </del>		-+			-			<b>—</b>	1	<del>                                     </del>				-	<del>+</del>	
Demand management	Positive demand management																																				2	=
Demand management Development measures	Reduce demand for road space via TDM Review likely impact of Crossrail				+		-+		+	$\dashv$				-	-			$\vdash$				$\vdash$		$\rightarrow$	-+	$\rightarrow$	-+			-	1	$\vdash$			$\vdash$		<del>-  </del>	<del>3</del>
	Policies should be prioritised strictly						-			$\dashv$					l										$\neg$						1						-	一门
Economic issues	based on economic criteria Freedom pass should be reformed to			_	+		$\rightarrow$			-+	_			<del>                                     </del>	<del>                                     </del>	-		$\vdash$				<del>   </del>		+	$\rightarrow$	$\rightarrow$				-	1	$\vdash$			$\vdash$		-+	-
Economic issues	reduce unncessary subsidy that it				+											L		$oxed{oxed}$				$\sqcup$									<u> </u>	$\vdash$			$\vdash$			2
Enforcement Engineering measures for	Enforcing penalties for careless driving Segregated cycling facilities to minimise			-	+				+	$\dashv$	-+					<del>                                     </del>	$\vdash$	<b></b>				<del>   </del>	$\dashv$	-+	$\dashv$	$\dashv$	$\dashv$	-		<del>                                     </del>	1	<del>   </del>			<del>                                     </del>		-+	-
cycling	risk of collision				$oldsymbol{oldsymbol{\sqcup}}$				L													oxdot										$\sqcup$					4	4
	Review role of existing road network with view to environmental, social and													l										- 1														
Environmental measures	economic improvements Prioritise solutions to reduce tail pipe								_	_															$\rightarrow$							$\vdash$					2	—
Environmental measures	emmissions																						- 1														1	3
	Deliver a network of consolidation centres around London to support smarter logistic																																					
Freight management	operations and deliver savings																																				2	2
Funding	Disproportionate spending cuts in highways and transport to be addressed																																				1	
Funding	Prioritise cycling investment																																				2	3
	Tackle the challenge of limited space in an even more radical way, by defining the																						- 1															
	primary use of the section of road and																						- 1															
	take bold step to focus funding on the primary function rather than trying to																						- 1															
Managing road network	appease multiple users equally									_																											1_	1
	TfL to install at least 1,000 additional VMS in the next 5 years and use them																						- 1															
Managing road network	more actively			-					_	_																$\rightarrow$	$\rightarrow$										2	2
	Consider retaining the most effective elements of the ORN/PRN/TLRN during																																					
Olympic measures	games time to (overnight delivery, coaches)																																				8	8
Parking	Park and Ride solutions																																				1	1
Prioritise sustainable transport Road hierarchy	t Focus on promoting sustainable transport Formation of clear road hierarchies			_					-	_	_											$\vdash$		-	$\overline{}$	$\overline{}$	-										3	3
	Develop road user charging on a zonal								-	-															$\neg$	$\neg$	$\neg$					$\vdash$					-	_
Road pricing	basis Congestion Charging with view of				+ +					-																					<u> </u>	$\vdash$					<del>-1</del>	
Road pricing	reducing motor vehicle journeys by 40%																																				1	
Road pricing Road pricing	Remove congestion charge Double the congestion charge			_	+					-						_	$\vdash$	$\vdash$						_	-					_	1	$\vdash$			$\vdash$		1	
Road safety	Tackle cycle safety – at junctions				+				$\dashv$	$\dashv$												<del>   </del>		-+	-						1					-	$-\dagger$	一刊
	Promote cycle safety through FORS,								$\neg$																												$\neg$	$\neg$
Road safety	Cycle Safety Action Plan and Junction Review Group				<u> </u>		1	[	1					L		L		I				<u> </u>		l								L_ I			I	1	1	2
Smarter travel	Walk to school and other walking initiatives (walk to work)																									$\neg$											1	
	Solutions that are low cost such as						-		$\dashv$	$\dashv$				$\vdash$	<del>                                     </del>		$\vdash$	<del>                                     </del>				<del>   </del>		$\overline{}$							1	<del>   </del>				- 1	$\overline{}$	$\dashv$
Smarter travel	behaviour change, travel planning and introducing new speed limits						- 1									1							- 1													- 1	1	2
TfL policy and guidance	Prioritise solutions that are proven to								士																													
	Consider the fact that businesses are open to funding a greater proportion of								T		T	T						T				T	П		T	T							T					
TfL policy and guidance	road improvements through user charging			Ь	$oldsymbol{oldsymbol{\sqcup}}$				L					<u> </u>			oxdot					ldot										$ldsymbol{\sqcup}$			$oxed{oxed}$		1	
	Improve TfL's data gathering techniques (full impact of traffic management can be													l	1	1							- 1	- 1			l											
TfL policy and guidance	assessed)			<u> </u>					_	_																						$\vdash$					1	
TfL policy and guidance	Ensure coordination between all policy areas			<u>L</u>					L					<u> </u>																<u>L</u>							1	
	London wide agreement and clear and coordinated approach from all decision																																					
L	making bodies regarding parking policies													l	1	1							- 1	- 1			l											
TfL policy and guidance	etc Review which self-regulatory measures			+			$\longrightarrow$		+	+	$\rightarrow$			$\vdash$	<del>                                     </del>	1		<del>                                     </del>				<del>                                     </del>	$\dashv$	-+	$\dashv$	-	$\rightarrow$	-		$\vdash$	+	<del>                                     </del>			<b></b>	<del></del>	$\frac{1}{}$	-
TfL policy and guidance	are working well and how they can be													l										- 1													.]	
nii policy and guidance	promoted further TfL should prepare a manual for				+ +		-+		-	$\dashv$				<del>                                     </del>		<del> </del>		<b></b>				<del>   </del>			$\dashv$	-	-				1						-+	-
TfL policy and guidance	boroughs with examples of good street management of all types													l										- 1													2	8
	Review existing regulation and policies			<del>                                     </del>	+ +				$\dashv$	$\dashv$	_					<b>1</b>						<del>   </del>	-+	$\overline{}$	$\dashv$	$\dashv$	$\dashv$	-			1						-+	—
Utility and road works	relating to streetworks Any plant under highway be replaced			_	+		-+		+	-+				<u> </u>		-						<del>                                     </del>		$\rightarrow$	$\dashv$	$\rightarrow$	_			_	1	$\vdash$					-1	-
Utility and road works	before the end of its design life				$\perp$			_						<u> </u>		<u> </u>						$\sqcup$										igspace					1	
Utility and road works	Future proof the road by laying new ducts and new access chambers													l	1	1							- 1	- 1			l										4	
Utility and road works	Service subways for cables and pipes				$\Box$				丁	$\neg$	=													$\Box$												$\Box$		4
Wayfinding	Better signposting for cyclists			i	i 1			1						•								i l		- 1						1								- 4