

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

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1.0 Islington Council's Sustainable Transport Strategy

- 1.1 Islington Council is developing a ten-year Sustainable Transport Strategy for the London Borough of Islington. As a first step, we have prepared this consultation draft version of the strategy to gather feedback from the individuals, communities and organisations affected by the strategy.
- 1.2 The eight-week public consultation period for the strategy runs from Monday 16 May to Friday 8 July 2005. We hope you will provide your feedback on the draft strategy by completing the consultation feedback form provided on the website below, or by sending us a written submission. Feedback should be sent to:

By email: transportstrategy@islington.gov.uk

By freepost:

Freepost - RLTS-CUSC-RZSE
 Islington Council
 Transport Planning Services
 Transport Strategy Consultation Team
 Third Floor
 Municipal Offices
 222 Upper Street
 London N1 1XR

- 1.3 **The deadline for sending us your feedback is Friday 8 July 2005.** If you have any further questions about the draft strategy, or about any other transport-related issues, please contact Islington on 020 7527 2000.
- 1.4 Additional copies of this draft strategy, or of individual chapters and appendices, can be downloaded from the council's website: <http://www.islington.gov.uk/Transport/SustainableTransportStrategy>
- 1.5 In order to reduce paper waste we encourage you to print only the parts of this strategy that you are most interested in. Hard copies of the draft strategy are available at all Islington Council libraries throughout the public consultation period.
- 1.6 We have attempted to use Plain English throughout this strategy. If you feel that any concepts, terms or abbreviations are not explained adequately, please let us know so that we can give you a clearer explanation and improve the final strategy.

2.0 About this Document

- 2.1 This Sustainable Transport Strategy for Islington has been written to fulfil the Mayor of London's requirement for every London local authority to develop a 'Local Implementation Plan' (LIP). The purpose of a LIP is to outline how the local authority will fulfil the Mayor of London's Transport Strategy for Greater London (usually referred to as the 'Mayor's Transport Strategy' or MTS) over the next five years.
- 2.2 However, Islington Council has chosen to go beyond the Mayor's minimum requirements for the development of a LIP in order to gain the additional benefits of compiling a full transport strategy. This draft Sustainable Transport Strategy has been written for four main purposes:
- to document Islington Council's proposed transport strategy for the next ten years, 2006 to 2016, for Islington's residents, businesses, transport partners and other stakeholders and to consult on that strategy
 - to fulfil the Mayor's requirement for Islington Council to develop a local implementation plan

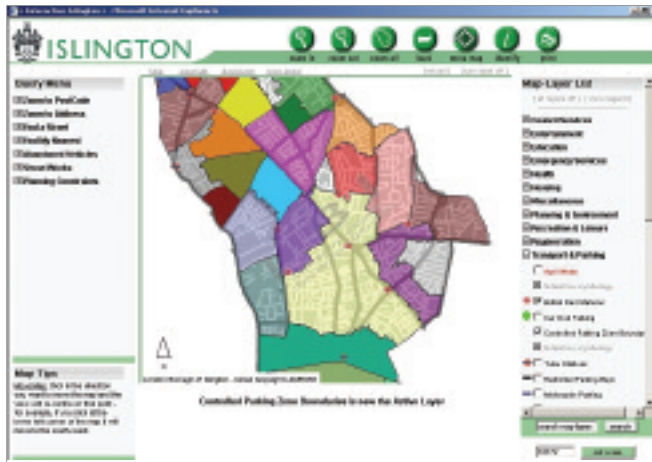
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- to replace all existing transport strategies for Islington, including the 1999 'Making the Connections: Islington's Sustainable Transport Strategy' and the 2001 'Interim Local Implementation Plan' (LIP)
 - to contribute towards the council's new planning policy, the Local Development Framework (LDF), which is being developed alongside the transport strategy and will replace the existing Unitary Development Plan (UDP) over the next two years
 - to be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements
- 2.3 In compiling this Sustainable Transport Strategy, Islington Council has attempted to bring together all transport-related council policies and background information to present a comprehensive and integrated picture of transport in Islington, now and in the future. The core chapters of this strategy, chapters 1-7, outline
- the current state of transport in the borough
 - our proposed transport policies
 - our detailed programme of improvements for the next ten years subject to funding availability
 - how this programme will be funded and delivered
 - the targets we will meet in implementing the strategy
- 2.4 These chapters, therefore, fulfil the requirement set out in the Transport for London's LIP guidance.
- 2.5 However, this Sustainable Transport Strategy is more comprehensive than a local implementation plan in a number of ways:
- In addition to the detailed five years of programmes required in a LIP, we have outlined a further five years of transport improvements to present an indicative ten-year transport programme for the borough
 - We have compiled two additional chapters outlining the transport implications of Islington's major regeneration and development hubs – the A1 corridor (chapter 8) and the King's Cross to Finsbury Park swathe (chapter 9)
 - We have repackaged the information from the core chapters into four area transport action plans covering the North, South, East and West Area Committee areas of Islington (chapters 10-13), to give local councillors and the public a brief and concise summary of transport improvements that are planned in their area
 - We have compiled two additional stand-alone action plans – walking and accessibility (appendix N) and cycling (appendix O) – to complement the required LIP action plans covering road safety (appendix K), school travel plans (appendix L) and parking (appendix M)
 - We have complemented the published strategy with an interactive online database and map of all proposed schemes, and have established an online access point for the strategy where all or part of this document can be downloaded and where additional information will be posted throughout implementation of the strategy

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To view the locations of proposed measures in the council's ten-year programme, visit 'Interactive Islington' (under 'Do it') on the council's website www.islington.gov.uk and click on 'Draft Sustainable Transport Strategy'.

2.6 To ensure that the strategy will result in the best possible outcomes for people and the environment, two assessment processes have been undertaken:

- a Strategic Environmental Assessment (SEA) of the strategy has been carried out to secure the best possible environmental outcome from the strategy
- an Equality Impact Assessment (EqIA) of the strategy has been carried out to ensure that the strategy does not unfairly disadvantage any specific groups or communities in the borough according to race, gender, age, disability, sexual orientation or faith

Appendix E outlines what aspects of the transport environment fall under council responsibility, and who is responsible for other aspects

3.0 Islington's Transport Challenge

3.1 The London Borough of Islington is a diverse and dynamic place. Chapter 1 of the Sustainable Transport Strategy outlines Islington's socio-economic and demographic context, and chapter 2 describes the borough's transport context. In particular:

- Islington is the second most densely populated local authority area in the UK
- The borough's transport network is highly congested – this includes not only about 1.3 million kilometres of car travel on the borough's roads each day but also bus, tube and rail networks that are among the most congested in London
- The density of cars per hectare in Islington is the third highest in the UK, despite Islington having the second lowest level of car ownership in the countryⁱ
- By 2021 about 35,000 more residents (20% more than in 2001)ⁱⁱ and 20,000 more jobs (15% more than in 2001) are expected in Islingtonⁱⁱⁱ

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- The Mayor of London has set a target for 18,000 extra homes to be provided in Islington by 2012,^v and the Office of the Deputy Prime Minister (ODPM) has identified Islington as an 'opportunity borough' and may require even further densification
- If current car ownership levels were to continue, we could expect to see an additional 6,000 or more cars in the borough by 2016, on top of the existing 42,000 currently owned by Islington residents
- Very little expansion of rail and Underground infrastructure in Islington is planned for the near future, and transport networks will inevitably become more congested

3.2 And the constraints go beyond capacity pressures:

- 150 people are killed or seriously injured on Islington's roads each year
- Car travel is a major contributor to air pollution, which according to the Mayor's Air Quality Strategy causes 1,600 accelerated deaths each year across London
- Our car-dominated transport network often hinders rather than helps people get to where they want to go, especially pedestrians, cyclists and the 16% of Islington residents with some form of disability

More detailed statistics are provided in chapters 1 and 2

3.3 Addressing these challenges will clearly require moving beyond a 'business-as-usual' approach. If the borough's transport network is having trouble coping with current demands, we can expect these pressures to be far greater by 2016 – more pollution, more congestion, deteriorating road conditions, etc – unless we can change the network and the way we use it.

3.4 There is some good news – we can take advantage of a number of key opportunities that will help us address these transport challenges. For instance,

- the scale of development in Islington will allow us to call upon additional funding resources to carry out transport improvements
- major regeneration projects are bringing additional funding into Islington, including the EC1 New Deal and the A1 Borough Strategy
- 36% of all trips in Islington are shorter than 1km and 74% are shorter than 4km, meaning that many more trips could potentially be made on foot or by bicycle^v
- Islington's residents and businesses are beginning to see some of the benefits of a shift away from car dominance, including safer residential streets, more pleasant local shopping areas and reduced parking pressures

3.5 The challenge for Islington Council is to ensure that the quality of life in Islington not only stays as it is, but continues to improve as a result of the borough's regeneration and growth. Compiling a ten-year transport strategy allows us to not just look at the borough's immediate needs, but to scan the horizon and begin working now to address the challenges that lie ahead. We hope you will embrace this challenge with us and help us to turn the challenge into an opportunity to make Islington an even better place to live, work and visit.

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4.0 Why a 'Sustainable' Transport Strategy?

- 4.1 Transport affects everyone's daily life in many ways. Most of our daily activities require us to travel – most people travel to work, to school or university, to the shops, to catch up with friends, and any number of other types of activities. Transport is one of the most important factors affecting the quality of our lives and the quality of our local environment, including how easily we can access local services, the dangers posed by road traffic, the health impacts of traffic-related air pollution, noise and so forth. Our local community is further affected by the travel choices being made around the world, such as erratic weather patterns due to global warming, and increasing fuel prices due to the rapid consumption of the world's oil supply.
- 4.2 Transport has a huge influence on the quality of life enjoyed in Islington. In other words, the choice whether to drive, use public transport, cycle or walk affects the quality of the social interactions we have each day, how healthy, fit and alert we feel, the personal development opportunities we have access to, the recreational experiences we can take part in, and generally how we feel about ourselves. Transport is even more pivotal because today's transport decisions affect the quality of life of local people, people elsewhere in the world, and future generations.
- 4.3 Islington Council recognises the significance of transport in shaping the community. That is why this ten-year transport strategy is a 'sustainable transport strategy'. It is a strategy to guide the next ten years of transport investment in Islington to ensure that quality of life in Islington is improved now, and that these improvements are 'sustained' in the years to follow. It focuses on sustainability in the broadest sense, focusing not only on environmental protection but also on improving the social and economic impacts of the transport network.¹ The measures contained in this strategy have been selected to benefit Islington's current communities as well as the needs of future generations and the broader global community of which Islington is a part.

Islington Council considers sustainability to include environmental, social and economic factors

¹ 'Sustainability' is defined in the UK Sustainable Development Strategy, 'Securing the future – delivering UK sustainable development strategy', as: 'a better quality of life for everyone, now and for generations to come'. A common definition of 'sustainable development' comes from Our Common Future, the report of the 1987 World Commission on Environment and Development: 'development which meets the needs of the present without compromising the ability of future generations to meet their own needs'.

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5.0 Objectives of the Strategy

5.1 This Sustainable Transport Strategy is consistent with Islington Council's overall 'One Islington' vision, which is to make Islington:

- a greener place to live
- a place where people of all backgrounds are able to realise their full potential
- a borough of safe, empowered communities

5.2 Consistent with the One Islington vision, the vision for Islington's Sustainable Transport Strategy is to re-shape Islington's transport environment according to each of the One Islington priorities, as follows:

- **Regeneration** – Working in partnership with Islington's communities to ensure that transport improvements in Islington enhance the borough's urban environment and contribute towards sustainable economic growth and regeneration
- **Sustainability** – Reducing the negative environmental impacts of transport in Islington and improving the local environment
- **Customer focus** – Increasing the satisfaction levels of Islington's residents, businesses and visitors with the delivery of transport services and improvements in Islington
- **Performance improvement** – Improving the council's efficiency and effectiveness in delivering transport programmes

5.3 Building on the One Islington vision, the objectives of this sustainable transport strategy are to make Islington's transport system:

- Safe
- Accessible
- Green
- Efficient
- Secure
- Attractive

5.4 This strategy establishes a number of transport policies that Islington Council has adopted in order to achieve these objectives. These are outlined in chapter 3.

Policies are fundamental principles that guide the choice of proposals that will be delivered to achieve the strategy's objectives

5.5 Figure 3.1 in chapter 3 shows the policy hierarchy of this Sustainable Transport Strategy, and demonstrates how the vision, objectives, policies, proposals and delivery programme of this strategy have been directly derived from the One Islington vision.

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6.0 Achievements and Targets of the Strategy

6.1 In order to fulfil the over-arching objectives and fundamental policies outlined above, Islington Council has compiled a wide-ranging programme of transport improvements. Chapter 4 outlines a number of proposals for each transport topic area. Chapter 5 then presents the council's full delivery programme of works that are planned for the next ten years, subject to the availability of funding. Finally, chapter 6 provides a 'core capacity statement' for the borough, summarising the council's capacity to deliver the proposed programme of transport improvements.

Proposals are the actions that the council proposes to take to deliver its policies and objectives.

6.2 Full implementation of this strategy between 2006 and 2016 would see a huge range of transport improvements in Islington, including the following key achievements:

- bringing the condition of every borough-controlled road in Islington up to an acceptable standard
- delivery of traffic reduction measures and controlled parking zones where residents and businesses want them
- completion and continued expansion and improvement of the London Cycle Network (LCN+) in Islington
- every junction and crossing point in Islington made wheelchair accessible
- delivery of Safer Routes to School education and engineering programmes in every school in Islington
- car club pay-as-you-drive vehicles within five minutes walk of every residence in the borough
- and much more as outlined in chapter 5, and in the North, South, East and West Area transport action plans

6.3 The implementation of this strategy will be closely monitored. Chapter 7 contains specific targets that the council will achieve over the next ten years, as well as a number of performance indicators that will be used to benchmark progress. For example, Islington Council has committed to:

- significantly reducing road traffic casualties
- reviewing road safety and producing school travel plans for all primary and secondary schools in the borough
- meeting London-wide traffic reduction targets despite significant population and employment growth
- significantly increasing walking and cycling in Islington
- bringing roads and footways up to a state of good repair

7.0 STS Consultation Objectives

7.1 The following objectives will guide the public consultation process for this Sustainable Transport Strategy:

- To ensure that our policies and decisions are informed by a wide range of experience and fully take into account the impact of proposals on different sectors of the community we serve

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- To work with front line staff affected by any changes that will arise out of the consultation, so that they can feel ownership of the results
- To broaden public understanding of the rationale behind council transport policies and allow people to become involved in the development of proposals that affect their lives
- To work towards the council's equalities agenda and the Sustainable Transport Strategy Equality Impact Assessment (EqIA) to gather feedback from as broad a cross-section of the community as possible, including residents, businesses, stakeholders, and 'hard-to-reach' groups (based on race, faith, gender, age, disability and sexual orientation)
- To ensure a good spread of diverse venues and with adequate provisions and facilities for all members of the community, including full accessibility
- To produce all documents and publicity in plain and understandable language to ensure usefulness and accessibility

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8.0 Beyond Consultation: Completing the Strategy

- 8.1 The public consultation period for Islington Council's Sustainable Transport Strategy ends on Friday 8 July 2005. A consultation report will be compiled summarising the feedback that was received during consultation and the changes that have been made in the final version of the strategy. This report will be included in the final document and submitted to the council's Executive for approval on 8 September 2005.
- 8.2 Once the final version of the strategy has been approved by the council's Executive, it will be submitted to the Mayor of London by 30 September 2005. It is expected that the strategy will be approved by the Mayor, adopted by the council and published before the end of December 2005.
- 8.3 It is important to emphasise that this strategy is not a bidding document to secure funding for the delivery of transport improvements, but rather forms the basis of annual funding bids in future years. In the past the most significant annual funding bid has been the Borough Spending Plan (BSP), which is submitted each year to Transport for London. However the BSP may be replaced in the future by a more streamlined annual progress report which would include both a report on implementation of the transport strategy during the past year and as well as a bid for funding to deliver the following year's programme. However, these arrangements are yet to be announced by TfL.

References

- i Office for National Statistics, *Census 2001*
- ii GLA, *2003 Round of GLA Demographic Projections (Scenario 8.1)*, 2003
- iii Central London Sub-Region Databank, 2004
- iv Mayor of London, *The London Plan*, 2004
- v Transport for London, *London Area Transport Survey 2001 household survey*, 2001

ABBREVIATIONS AND GLOSSARY

Abbreviations and Acronyms

AIMS	Asset Inventory Management System	DTM	Directorate of Traffic Management
ALG	Association of London Government	EDS	Economic Development Strategy
ALG TEC	Association of London Government Transport and Environment Committee	ETF	Enforcement Task Force
AQAP	Air Quality Action Plan	EWT	Excess Waiting Time
Ave	Avenue	FQPs	Freight Quality Partnerships
BDP	Business Development Plan	FTA	Freight Transport Association
BID	Business Improvement District	GIS	Geographical Information Systems
BPRN	Bus Priority Road Network	GLA	Greater London Authority
BSP	Borough Spending Plan	GOL	Government Office of London
BTEC	British Training & Education Council	HGVs	Heavy Goods Vehicles
BTP	British Transport Police	ITIS	Integrated Transport Information Services (one UK private sector provider of traffic information)
BV	Best Value		
BVPP	Best Value Performance Plan	JA	Joint Arrangements
BWB	British Waterways Board	LA	buses Local Authority buses
CAT	Commission for Accessible Transport	LAS	London Ambulance Service
CCE	Cycling Centre of Excellence	LATS	London Area Transport Survey
CCS	Congestion Charging Scheme	LBI	London Borough of Islington (or can be London Bus Initiative)
CCTV	Closed Circuit Television	LBPNI	London Bus Priority Network
CDM	Construction, Design and Management Regulations	LBSL	London Bus Services Limited, a wholly owned subsidiary of TfL
CLP	Central London Partnership	LCN	London Cycle Network
Cnr	Corner	LDA	London Development Agency
CPA	Comprehensive Performance Assessment	LDFs	Local Development Frameworks
CPZs	Controlled Parking Zones	LEZ	Low Emission Zone
CRB	Criminal Records Bureau	LF	London First
CT	Community Transport	LFCDA	London Fire and Civil Defence Authority, also known as the London Fire Brigade
CTRL	Channel Tunnel Rail Link		
DAISY	Docklands Arrival Information Systems	LGV	Light Goods Vehicle
DaR	Dial-a-Ride	LIP	Local Implementation Plan
DDA	Disability Discrimination Act	LLCS	London Lorry Control Scheme
DfT	Department for Transport	LMAP	London Mobility Advisory Panel
DLR	Docklands Light Railway	LoBEG	London Bridge Engineers Group

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LoTAG	London Technical Advisory Group	SLA	Service Level Agreements
LRSU	London Road Safety Unit (part of TfL – Street Management)	SMS	Short Message Service - mobile phone text
LSDP	London Sustainable Distribution Partnership	SPAs	Special Parking Areas
LTCC	London Transport Control Centre	SPG	Supplementary Planning Guidance
LTIS	London Traffic Information Systems	Sq	Square
LTUC	London Transport Users Committee	SRA	Strategic Rail Authority
LUL	London Underground Limited, a wholly owned subsidiary of TfL	SRB	Single Regeneration Budget
MPA	Metropolitan Police Authority	SRDFs	Sub-Regional Development Frameworks
MPS	Metropolitan Police Service	SSSA	Streets and Social Space Audit
MTS	Mayor's Transport Strategy	St	Street
NHS	National Health Service	STS	Sustainable Transport Strategy
NRSWA	New Roads & Street Works Act 1991	SVD	Selective Vehicle Detection
ODPM	Office of the Deputy Prime Minister	SWT	South West Trains
ON	Overground Network	TECO	Traffic Enforcement Camera Operations
PCO	Public Carriage Office	TfL	Transport for London
PERS	Pedestrian Environmental Review System	TfL-SM	Transport for London - Street Management Division
PFI	Private Finance Initiative	TLRN	Transport for London Road Network
PFS	People Friendly Streets	TOCs	Train Operating Companies
PHV	Private Hire Vehicle	TOCU	Transport Operational Command Unit
PLA	Port of London Authority	TSDI	Traffic Signal Design and Implementation Division (part of TfL-SM)
PPP	Public Private Partnership	TPED	Transport Policing and Enforcement Directorate
PRN	Principal Road Network	TTL	Transport Trading Limited, a subsidiary of TfL
PSA	Public Service Agreement	TTS	Traffic Technology Systems
PTAL	Public Transport Accessibility Level	TWA	Transport and Works Act
Pvmt	Pavement	UDC	Urban Development Corporation
RBK&C	Royal Borough of Kensington & Chelsea	UDP	Unitary Development Plan
Rd	Road	WAGN	West Anglia and Great Northern Railways
Rndbt	Roundabout	WHO	World Health Organisation
RTRA	Road Traffic Regulation Act 1984		
SEA	Strategic Environmental Assessment		
SELTRANS	South East London Transport Strategy		

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Glossary

'A' Roads and busy bus routes – The roads marked on the map in Appendix D in the LIPs Guidance are: TLRN and Principal 'A' Roads and Busy Bus Routes.

Blue Book – A reference guide containing the details of the 320 routes (or runs) that are required knowledge for the London Taxi driver.

Capital Call – A complementary service to Taxicard, providing subsidised door-to-door transport for people with mobility problems, using 'private hire vehicles'

Concentration – The amount of a (polluting) substance in a volume (of air), typically expressed as a mass of pollutant per unit volume of air (e.g. microgrammes per cubic metre, $\mu\text{g}/\text{m}^3$) or a volume of gaseous pollutant per unit volume of air (parts per million, ppm).

Delivery Curfew Initiative – An investigation of night-time goods deliveries coordinated by the London Sustainable Distribution Partnership (LSDP).

Emission – The amounts of different pollutants sent out from a vehicle or other source of pollution. Emissions for road vehicles are usually measured by placing a probe in the exhaust pipe of a running engine. Lots of different vehicles are checked in this way and the data collected is put into a database so that we can use computer modeling to make predictions about the concentrations of pollutants in the air at a certain distance away from the pollution source. Emissions are usually expressed in terms of mass per unit time for a static source or for a road vehicle mass per unit length of road traveled (e.g. g/metre).

Enforcement Task Force – Created to take forward the work outlined in the Enforcement Plan. Consists of the ALG, TfL, Metropolitan and City Police. Its purpose is to improve coordination of the Traffic Enforcement Strategy in London. Equality and Inclusion target groups – TfL, the Mayor, the GLA and other functional bodies focus on the following groups:

- Women
- Disabled people
- People from black and minority ethnic groups
- Lesbians, gay men, bisexual and transgendered people
- Older people, children and young people
- People of faith and belief

Local Development Framework – Act comes into force July 2004. The LDF will consist of a number of documents setting out the local authority's policies for meeting the economic, environmental and social aims for the future of their area.

London boroughs – Defined as the London boroughs, Corporation of London, City of Westminster and the Royal boroughs.

London Bus Initiative (LBI) – A package of measures to improve bus services, including bus priority and service improvements, which seeks to improve total journey quality, and is delivered by a partnership of agencies.

London Bus Priority Network (LBPN) – An 860km bus network covering the main bus routes, in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall journey times.

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London Cycle Network plus (LCN+) – is a planned 900km network of radial and orbital routes for cyclists covering the whole of London, which will be completed in 2009.

Overground Network (ON) – is a pilot scheme for metro-style rail services, which is being launched on four key South London routes:

- Waterloo to Teddington via Wimbledon
- Waterloo to Twickenham via Richmond
- Victoria to East and West Croydon via Norbury
- London Bridge to Dartford via Greenwich.

Private Finance Initiative Government funding initiatives using private funding.

Private Hire Vehicles A term covering minicabs, chauffeur driven services and executive car services.

S.106 Refers to section 106 of the Town and Country Planning Act 1990

Streets Faults Contact Centre is a contact centre aimed at reporting faults on the TLRN and passing on other faults to the relevant highway authority.

Sustainability – A better quality of life for everyone, now and for generations to come (UK Sustainable Development Strategy).

Sustainable Development – Development which meets the needs of the present without compromising the ability of future generations to meet their own needs (*Our Common Future*, the report of the 1987 World Commission on Environment and Development).

Taxicard Scheme provides disabled residents with subsidised journeys in accessible taxis.

Transport for London Road Network (TLRN) This is described in the Greater London Authority Act 1999 as the Greater London Authority Road Network. The Mayor has decided to call this the Transport for London Road Network. It comprises 550km of London's red routes and other important streets.

Transport Policing and Enforcement Directorate – established by TfL in 2002 to bring all TfL enforcement activities together.

Travel Instruction – an orientation programme where disabled people are given confidence building measures such as explaining bus timetables, how to make use of accessibility features, introduction to local bus and train routes to enable them to use mainstream public transport rather than door-to-door services.