

From: Birbeck Carmen
Sent: 23 August 2021 13:47
To: [REDACTED]@towerhamlets.gov.uk>
Subject: RE: CFR5

Hi [REDACTED]

I am not sure if you have seen this letter, I hope it is helpful in answering your question about CS2 and CS3.

Let me know if you have any further questions.

Kind regards

Carmen

From: [REDACTED]@towerhamlets.gov.uk>
Sent: 22 August 2021 21:46
To: Birbeck Carmen [REDACTED]@tfl.gov.uk>
Subject: RE: CFR5

Hi Carmen,

Are there any dates for this implementation?

Also, how is the scheme to link up CS2 and CS3 progressing?

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

Bromley North ward

Phone: [REDACTED]

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[REDACTED]

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https://www.towerhamlets.gov.uk/content_pages/legal_notices/legal_notices.aspx

From: Birbeck Carmen <[REDACTED]@tfl.gov.uk>
Sent: 19 August 2021 09:17
To: [REDACTED]@towerhamlets.gov.uk>
Subject: CFR5

Dear [REDACTED]

C37 (CFR5) completed a full public consultation in 2019 and was due to start construction in December 2020 however due to the pandemic this was put on hold. We have now restarted the scheme and are just working with the contractor on the build programme and are hoping to start construction at the Mile End Road Junction before the year end.

The section on Burdett Road delivered under the temporary order is very similar to the permanent design however it is temporary in nature as we used cycle wands and lining and signing instead of permanent kerb segregation in order to expedite delivery.

The plan is to convert the section on Burdett road from Temporary to permanent design once Mile End is complete and continue delivering the permanent scheme down to Westferry.

I hope this answers your question, please let me know if I can help further.

Kind regards

Carmen Birbeck

From: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Sent: 02 August 2021 17:27

To: Birbeck Carmen <[REDACTED]@tfl.gov.uk>

Subject: RE: Heathy Streets Borough Funding and Four Lines Modernisation

Hi,

No I haven't had a response yet.

[REDACTED]

[REDACTED]

[REDACTED]

Bromley North ward

Phone: [REDACTED]

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[REDACTED]

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From: Birbeck Carmen [REDACTED] <[REDACTED]@tfl.gov.uk>

Sent: 02 August 2021 15:43

To: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Subject: RE: Heathy Streets Borough Funding and Four Lines Modernisation

Hi [REDACTED]

I'm just back from leave today – not sure if you followed this up after receiving my OOO, did you get a response?

Carmen

From: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Sent: 14 July 2021 18:38

To: Birbeck Carmen [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]

<[REDACTED]@towerhamlets.gov.uk>; [REDACTED]

<[REDACTED]@towerhamlets.gov.uk>

Subject: RE: Heathy Streets Borough Funding and Four Lines Modernisation

Hi Carmen,

Thanks for this. What's the latest Re: CFR5? We're keen to get full clarity on timelines, timing has a big impact on whether and when we can deliver Bow Liveable Streets.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

Bromley North ward

Phone: [REDACTED]

Sign-up here to receive updates from me:

[REDACTED]

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https://www.towerhamlets.gov.uk/content_pages/legal_notices/legal_notices.aspx

From: Birbeck Carmen [REDACTED]@tfl.gov.uk>

Sent: 14 July 2021 15:51

To: [REDACTED]@towerhamlets.gov.uk>; [REDACTED]

<[REDACTED]@towerhamlets.gov.uk>; [REDACTED]

[REDACTED]@towerhamlets.gov.uk>

Subject: Healthy Streets Borough Funding and Four Lines Modernisation

Dear Stakeholder

Ahead of our [Programmes and Investment Committee](#), I am writing to update you on our Healthy Streets and Four Lines Modernisation programmes.

Healthy Streets

As you know, in June we reached a funding agreement with the Government, which extends its financial support to us until 11 December 2021. This agreement set aside £100m for active travel programmes, to be shared between TfL and London's boroughs.

The £100 million allocation is a lower sum compared to previous years' budgets, and this means there will be constraints on delivery in both our own investment programme and the borough programmes funded by us.

Subject to confirmation by the TfL Board on 28 July 2021. We plan to take forward the following priorities this financial year:

Borough funding: The priorities for allocating funding to boroughs are in-flight projects and core staff funding. This includes the process of decision-making around converting temporary and experimental schemes to permanent status. We have also gathered requests for funding for projects that could be taken forward, subject to funding availability

Due to the current funding constraints, we have taken the difficult decision to temporarily pause the Liveable Neighbourhoods programme. Aspects of some Liveable Neighbourhoods

are being delivered through temporary schemes and we will work with the relevant boroughs to review the future scope of the programme. We intend to restart the Liveable Neighbourhoods programme once further funding is confirmed.

We will shortly write to you with your funding allocation, which is subject to confirmation by the TfL Board on 28 July 2021.

Safer Streets: We will reduce speeds on a further 25km of TfL roads, progress construction of the Lavender Hill safety scheme near Clapham Junction and new pedestrian crossings at Battersea Bridge/Cheyne Walk, and deliver further safety improvements on the TfL Road Network.

Cycle routes: We will continue our rapid expansion of London's cycle network, with a further 30km of new cycle routes. We will also continue our wayfinding and rebranding programme to ensure that infrastructure is easy to find and simple to navigate.

Green infrastructure: We are in discussions with the Greater London Authority about funding for green infrastructure - which could be allocated to additional tree planting and sustainable urban drainage systems, as well as initiatives that help improve air quality, reduce carbon emissions and make streets more climate resilient.

Town centres: We will explore potential funding sources for a new Outer London Town Centres Fund to help put people ahead of cars. We will consider how this aligns with the future Liveable Neighbourhoods programme.

Bus Speeds: Meeting the Mayor's 80 per cent sustainable mode share target will require a significant uplift in bus journeys. We will do more to ensure better bus outcomes from our walking and cycling schemes and will continue working with boroughs to deliver a programme of bus priority schemes across the city.

Conversion of temporary and experimental TfL schemes to permanent: Throughout 2021/22, we will review all the TfL-led temporary schemes and identify whether they should be removed, amended or retained.

Supporting London's long-term growth: Third party funding is critical to delivering improvements on London's roads and we continue to keep opportunities open for schemes which support growth. Fully third-party-funded schemes include the Nine Elms project and changes at Tolworth roundabout.

Future schemes: We are developing a pipeline of schemes across London to be delivered with future funding. Safety will be a key objective of all schemes, particularly in locations with a high incidence of road danger

The funding allocation is due to be confirmed as part of the TfL Budget by the TfL Board on 28 July 2021, and I will keep you updated as our plans progress.

Four Lines Modernisation (4LM) programme

The 4LM programme, which has already seen the delivery of new modern air-conditioned walk-through trains across the Metropolitan, District, Circle and Hammersmith & City lines, replaces old and unreliable infrastructure on these four lines with new, modern signalling.

We have made considerable progress on 4LM this year. New signalling has gone live between Monument, Euston Square and Stepney Green, followed by another section between Monument and Sloane Square. The next section between Sloane Square, Paddington, Fulham Broadway and Barons Court will go live in the winter. Once delivered, it will mean that the entire Circle line will have been upgraded to the new signalling.

While infrastructure works have been progressing well, the original timeline set out in 2015 has been revised as we have overcome challenges associated with such a huge programme and the impact of the coronavirus pandemic. We are on track to deliver the first benefits in September 2021, with journey times improving by approximately 10 per cent on the section between Hammersmith, Stepney Green and Monument.

This will be followed by a new timetable in May 2022, which will improve journey times over a wider area, including the entire Circle line.

Subject to the same evaluation of ridership and costs, we now plan to increase service frequencies to 30tph in May 2023. This will be an 11 per cent increase in capacity during the peaks.

For more information, including a revised programme timetable, please see our [Programmes and Investment Committee report](#).

I hope this is helpful, but please let me know if you have any questions.