

## In Brief

## Outsiders blamed for yellow box offences

The London Borough of Newham is to step-up enforcement of yellow box junctions, saying that the majority of offenders live outside the borough. "According to data from our enforcement team, the majority (68%) of violations at yellow box junctions are committed by motorists whose vehicles are registered outside the borough. It is unfair that Newham residents should be inconvenienced by people from outside the borough who refuse to obey the rules."

## TfL plans to cut 'grey fleet' miles

Transport for London is drawing up plans to try and reduce car miles driven by public sector employees using their own vehicles – the so-called 'grey fleet'. TfL is currently researching the size of the capital's grey fleet and examining what measures can be used to influence organisations and staff to cut car mileage. A grey fleet reduction initiative will be promoted to all public sector organisations in the capital this spring.

## Climate & air quality groups join forces

Organisations active in climate change mitigation and air quality are teaming up to present a united front on transport. The Low Carbon Vehicle Partnership and the Clean Air Alliance have led the preparation of a communiqué outlining the areas of agreement and potential collaboration between the two communities. "There is a major industrial and economic opportunity for the UK to be in the vanguard of technology and innovation as markets for appropriate technologies open up in response to the establishment of wide-ranging international agreements for tackling climate change and polluting emissions," it says. Signatories include Transport for Greater Manchester and Environmental Protection UK. The communiqué can be accessed via: <http://tinyurl.com/jkuoyye>

## Welsh active travel action plan launched

The Welsh Government is to build more assessment of the health impacts of transport into its WeTAG transport appraisal guidance. The commitment is given in the Government's new active travel action plan. Through the school curriculum it also pledges to encourage schools to raise awareness about the importance of active travel. *An active travel action plan for Wales* is available at <http://tinyurl.com/zueobwc>

# Allow motorbikes in your bus lanes, Assembly tells boroughs

## MOTORCYCLING

by Andrew Forster

MOTORCYCLISTS SHOULD be allowed to use every bus lane in London, and Transport for London should recognise the role motorbikes can play in easing congestion, the London Assembly transport committee said this week.

The assembly says motorcycles could be part of the solution to the capital's congestion, particularly if more journeys by commercial vehicles can be undertaken by them. Motorcycles could be used for parcels deliveries, or by tradespeople to visit worksites.

The committee wants more action to improve the mode's "worrying" safety record. There are about 100,000 motorcyclists in the capital. Thirty-six were killed last year and motorcyclists made up 17% of injuries and 24% of serious casualties.

The number of motorcyclist



Allow motorbikes in bus lanes, says Assembly

casualties in the capital rose from 4,337 in 2010 to 5,233 in 2014.

Transport committee chair Val Shawcross said: "During my time on the transport committee we have spent a great deal of time and effort ensuring TfL considers the needs of cyclists and pedestrians – now it is time for them to

pay more attention to the safety of motorcyclists.

"It's no coincidence that TfL rushed out a press release [about motorcycling] the day before our report was published – they know they've not done enough to protect motorcyclists in London."

Motorcyclists can already use bus lanes on the Transport for London Road Network and the committee says TfL should encourage boroughs to open up their bus lanes too.

Currently, just six of the 33 boroughs allow motorbikes into all bus lanes (Waltham Forest, Newham, Bromley, Wandsworth, Merton and Sutton); four allow them into some lanes (Richmond, Kingston, Hammersmith & Fulham, and Westminster).

"As competition for road space increases, there is a risk that motorcyclists are forced into closer contact with other vehicles," said Shawcross. "TfL's decision to open up bus lanes to

motorcyclists on major roads has helped to rectify this situation in some areas, but the failure to convince many London boroughs to do the same has created confusion and inconsistency. It is time TfL finished what it started seven years ago, and secured motorcyclist access to all bus lanes."

The committee acknowledges the "legitimate concerns" of motorcyclists that cycle superhighways have raised road danger to them by narrowing the available road space. Although the committee "strongly supports" the superhighways, it calls for close monitoring to assess their impact on motorcyclists.

It also suggests that TfL develops a specific motorcycle safety budget.

Easy rider – improving motorcycle safety on London's roads is available at <http://tinyurl.com/zfhj224>

## LEDs bring end to Kent streetlight switch-offs

### STREETLIGHTING

KENT COUNTY Council is to abandon its policy of switching off streetlights across many parts of the county at night.

Kent has 118,000 streetlights and in 2011 began converting approximately 60,000 to part-night operation (switch-off between 12 and 5.30am) to reduce costs and carbon dioxide emissions. The programme was completed in autumn 2014 and saves the council £1m a year. But it has proved unpopular with many residents.

With the street lighting stock now being converted to cheaper-to-operate light emitting diode (LED) technology, Kent consulted residents on returning to all-night lighting, or retaining part-night lighting (*LTT* 07 Aug 15).

A majority (63%) of the more than 3,500 respondents wanted a return to all-night lighting.

Councillors have approved a policy called 'optimised all-night lighting', which will see Kent work with LED contractor Bouygues to analyse street lighting requirements on a street-by-street level, with some lights dimmed if judged to be appropriate. A central management system for streetlighting is

being commissioned, which will allow for dimming, switch on/off and fault reporting.

Kent's area-based joint transportation boards will also be able to recommend areas for part-night lighting to the council's cabinet member for transport.

Kent has awarded a 15-year contract to Bouygues E & S Infrastructure UK Ltd to convert the council's streetlighting stock to LEDs. The conversion works will cost about £40m but are expected to deliver an annual saving of up to £5.2m in energy and Carbon Reduction Commitment costs.

To accelerate the return to all-night lighting, the council has agreed a revised delivery programme with Bouygues, which will see all residential areas fitted with LEDs in the space of 14 months, by March 2017.

Reverting to all-night lighting using LEDs would cost an estimated £400,000 but under the optimised all-night lighting policy the costs can be reduced to £240,000.

The £40m LED project is being part-financed by a £22m interest-free loan from SALIX, the not-for-profit government funded organisation that promotes energy efficiency in the public sector.

## Newham unveils £100m ten-year road upgrade

### ROADS

THE LONDON Borough of Newham is preparing a £100m ten-year programme to improve roads, footways, and streetlighting.

"We believe this is the largest local road and lighting improvement programme ever undertaken in London," Gary Alderson, Newham's director of commissioning (community and environment), told the cabinet. Newham is run by a Labour elected mayor, Sir Robin Wales.

Newham currently has a £20m five-year programme, which still have two years left to run and the new programme will run from 2016/17 to 2025/26. The outstanding £8m of the existing programme will be combined with £92m to make £100m. Of this, £82.7m will be spent on roads and footway maintenance – each receiving just over £41m – and £17.3m on lighting.

The road and footway maintenance work is expected to reduce the costs of responsive maintenance by £1m a year.

In the first two years of the programme, Newham plans to complete the installation of LED (light emitting diode) streetlights. These are expected to cut energy costs by £520,000 a year.



Sir Robin Wales: road plan

Works will be delivered by the council's in-house repairs and maintenance service (RMS). "According to an early assessment of RMS, they are delivering efficiencies of around 25-30% compared to the previous contractor," said Alderson.

The £92m could be financed by borrowing, with repayments continuing to 2071/72. "By 2025/26 capital financing costs for borrowing £92m will increase to £6.12m and revenue savings will reach £1.57m," Alderson added. "This will leave a funding gap of £4.55m."

Any revenue surpluses from the council's residential parking zones will be used to close the funding gap. RPZs already cover 65% of the borough and coverage is to be extended to the whole of Newham.

The borough could also explore using capital receipts from the disposal or rental of council property assets.