



Investment Programme Report

Fourth Quarter, 2007/08

Transport for London

Investment Programme Report

Fourth quarter, 2007/08 (9 December – 31 March)

I Programme Highlights

I.1 TfL's Investment Programme this quarter generally continued to progress as planned. A number of key milestones detailed in this report were met in the period, as well as seven from the second quarter.

I.2 The key highlights from the fourth quarter of 2007/08 were:

- The London Rail concession rolling stock detailed design process is now complete and the first unit is forecast to be on Bombardier's Derby test track on 30 May.
- The track work is now complete on the Docklands Light Railway extension to Woolwich Arsenal.
- The iBus rollout is continuing with installation complete on 1,957 buses and 19 garages by the end of quarter four.
- The Low Emission Zone scheme was successfully launched on 2 February for HGVs and will be extended to cover other vehicle classes.
- The main contractor took possession of the former East London Line track and stations in January 2008 and work is progressing towards the opening of the new line.
- The dual fit out area (DFA) on the Jubilee line was accepted into service on 26 March 2008.

Post quarter events include:

- On the sub surface line upgrade, the final 'D stock' District Line train (train 75) was delivered into service this quarter.
- For the Connect Radio programme, train radio went live on the Central Line on 26 April 2008.




2 Projects (over £100m)

TfL's Investment Programme contains a range of programmes and projects over £100m in addition to a range of smaller activities which are delivered by TfL directly, through our partners in the London Boroughs or through long-term partnerships with the private sector such as the PPP on London Underground and Private Finance Initiatives (PFI)

This section reports on discrete projects with a total cost greater than £100m.






For each project, key milestones are given with a forecast date against the current planned date for the 2008/09 year, and if appropriate, additional milestones from the 2008/09 Budget Deliverables document.

Key to RAG status:

Within 1 month of target	
Between 1 - 3 month delay	
Greater than 3 month delay	

London Underground

Channel Tunnel Rail Link (CTRL) at King's Cross

Milestones	Current Plan Date	Actual / F'cast Date	RAG
MRSSL give BBCEL access to hub shaft, PIC and Northern ticket hall tunnels	12-06-2008	12-06-2008	
Handover the site known as the bomb gap to NR	30-09-2008	30-09-2008	
Handover roof slab to NR	30-09-2008	30-09-2008	
PFI power complete installation of LUL power supply	07-01-2009	07-01-2009	
Phase 2 completion	31-12-2010	31-12-2010	

King's Cross Congestion Relief (Channel Tunnel Rail Link) covers increased capacity at King's Cross St Pancras. Phase 1 included an expanded Tube ticket hall and new Western Ticket Hall. Phase 2 includes a new Northern Ticket Hall, step-free access to the Metropolitan & Circle lines and links to the new CTRL Terminal. The King's Cross project is funded by the Department for Transport (DfT) and contracted by London Underground to Metronet.

Phase 1 included refurbishment of the Metropolitan and Circle line platforms and was completed on 10 December 2006.

Phase 2, including the Northern Ticket Hall, is continuing on site. For the key milestones of the handover of the site known as the 'bomb gap' and Northern Ticket Hall, there is little or no float in the schedule, but the work remains on target. The Department for Transport now require that the Northern Ticket Hall should open in December 2009 (from February 2010) to coincide with the commencement of high speed services from St Pancras. An accelerated programme has been developed and is being reviewed.

2.1 Victoria Station Upgrade

Milestones	Current Plan Date	Actual / F'cast Date	RAG
ITT main works implementation	29-09-2008	29-09-2008	●
No other 08/09 milestones			

With 80 million people passing through it each year, Victoria is one of the most congested stations on the Underground network. Temporary station closures are regularly used to manage access to, and congestion within, the station, particularly during the morning peak. This project will provide a significant increase in passenger circulation space in key congested areas of the station and step-free access from street to platform for the Victoria Line.

Asbestos removal continues to plan and the temporary ticket hall is operational.

With the TWAO submitted in November 2007 and the objection period closed, the QC has stipulated that the Public Inquiry should be re-scheduled to Autumn 2008 (from June 2008). This will allow more time for the resolution of stakeholder issues and removal of objections prior to the inquiry. The Project is awaiting confirmation of the Public Inquiry date from the DfT.

The latest confirmed scope / schedule of Cooling the Tube and Power Migration projects respectively have rendered elements of VSU TWA submission unjustifiable at the Public Inquiry. This has necessitated a redesign of the new North Ticket Hall to ensure a supportable land acquisition proposal.

Preparation continues for the tender of the main works contract, with three tenderers shortlisted. The Invitation to Tender is now planned for September 2008 as a result of the changes in scope referred to above.

The delivery into service date, based on conservative estimates, is planned for Quarter 2 2017.

2.2 Tottenham Court Road Congestion Relief

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Completion of Stage E design	28-02-2008	31-05-2008	▲
Detailed design RIBA stage F complete	30-01-2009	30-01-2009	●
Contract award –delivery demolition	16-01-2009	16-01-2009	●
Start on site – demolition	30-06-2009	30-06-2009	●

Tottenham Court Road station is currently operating in excess of its capacity and suffers from significant congestion. Demand at the station is forecast to increase further with Crossrail. The congestion relief scheme includes an enlarged ticket hall, improved and additional entrances to the station, additional escalator access to the Northern Line platforms, and improved circulation space and step-free access throughout the station.

The design to RIBA Stage E design is underway and expected to complete in May 2008. Topographical surveys are now complete.

The utility diversions works are continuing to plan, including sewers, telecommunications, gas, electric and water diversions. Gas connections in Oxford Street have now been completed.

The Powers for the new ticket hall are included within the provisions for the Crossrail Hybrid Bill. The expected Royal Assent date is July 2008.

2.3 Tunnel Cooling

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Victoria Line Tunnel Model Stage 5 Completion	31-10-2007	25-10-2007	Completed
Air Handling Unit Factory Test and Commission Completed	31-01-2008	09-11-2007	Completed
Portable fan rollout summer 2008	31-08-2008	31-08-2008	●
Portable fan rollout summer 2008 decommissioning complete	31-01-2009	31-01-2009	●
Central services tunnel – RIBA C approval	15-09-08	15-09-08	●
Victoria Line – Start on site VP9	01-10-08	01-10-08	●
Kings Cross RIBA D CDS approved	28-02-09	28-02-09	●

This is a long term programme to control ambient temperatures, which would rise further as a result of the increased capability provided by the Line Upgrades. Measures include increased ventilation, improved energy efficiency, and train-based measures. The new strategic priorities are measures to facilitate the Victoria Line Upgrade and restoring out-of-service fans. The Victoria Line Cooling works comprise mainly of Mid Tunnel Vents (MTV) and cooling at specific stations. The Design and Build contracts for the first two (of nine) MTV sites are now out to tender. Design work on other lines is continuing only to the end of the already-started design packages.

Preparations for the Summer 2008 Quick Wins programme are under way. These include portable fans at key hot spots. Ticket Hall cooling at Euston Station is also progressing.

The trial of the Stockwell borehole has been halted for a number of reasons including the likely cost of work, which is now much more than originally anticipated and cannot be justified for a trial, and unresolved negotiations with the landowner.

2.4 LU Line Upgrade – PPP BCV

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Waterloo & City line upgrade complete	March 2007	July 2007	Completed
Second pre-production train delivered	18/04/2008	09/07/2008	▲
Approval to test signalling control in engineering hours	20/05/2008	08/08/2008	▲
Commence rolling stock full production	29/05/2008	29/05/2008	●
Full overlay available	17/07/2008	06/06/2008	●
Approval to test line control in engineering hours	24/12/2008	24/12/2008	●
Approval for testing in traffic hours	26/01/2009	31/01/2009	●
Approval to trial signalling control in passenger hours	22/03/2009	01/03/2009	●

For the BCV network, the first major line upgrade is the Victoria Line. The works include new rolling stock, signalling, control equipment, depot and track.

The programme remains dependent on the timely resolution of key software and assurance issues to remain on target. Successful automatic run of Train I was achieved between Blackhorse Road and Tottenham Hale. The Level zero programme has been updated to

incorporate a revised jointly developed (Westinghouse, Bombardier, Metronet and LU) delivery strategy.

Train 2 (the second pre-production train) is now running on the test track at Derby but delivery to London for line-testing in engineering hours has slipped to July

Some signalling work is slipping – a revised delivery strategy is being implemented that will allow more flexible sequencing and optimise test track use in Derby.

The accelerated programme to achieve journey time capability (JTC) in February 2012 is 17 months ahead of the contract date of August 2013. LU and Metronet are examining the programme in detail to address significant technical hurdles relating to signalling, rolling stock and the control centre in order to maintain this early finish.

2.5 LU Line Upgrade – PPP JNP

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Jubilee Line –Train Based Track Control Rolling Stock Delivery of 59 Trains	31/10/2008	31/10/2008	●
Jubilee Line –JLS1 - Maturity Level 3 Testing	27/11/2008	27/11/2008	●
Piccadilly Line - PLU - Contract Award	10/01/2009	10/01/2009	●
Jubilee Line –JLS2 - Maturity Level 3 Testing	13/03/2009	13/03/2009	●
Jubilee Line –JLS2 - Ready for Revenue Service	16/03/2009	16/03/2009	●

Work is underway on both the Jubilee and Northern Line Upgrades which comprise signal and train control replacement.

On the Jubilee Line programme, The Dual Fitout Area (DFA) was accepted into passenger service on 26 March 2008. However, continuing software defects have meant that only fifty per cent of attempted runs using Transmission Based Train Control (TBTC) have been successfully completed. For this reason, trial running has been limited to Instructor-Operators. Tube Lines are currently working with Thales to identify software fixes but they may not be available until mid May 2008.

Tube Lines has proposed that the two Journey Time Capability milestones, J2 and J3, be combined to a new “J2/3” date. This allows the train production to be re-scheduled. However, it also introduces greater risk in commissioning a larger section of the line in one step. Train production rates have improved this Quarter as have production forecasts, meaning that the rolling stock programme is no longer on the critical path. The critical milestone of 59 trains available to ensure acceptance for the new “J2/3” milestone is expected to be in October 2008. Overall, completion of the Jubilee Line is still forecast before the contract date of December 2009.

On the Northern Line upgrade, Tube Lines are developing a new programme based on a reversed build sequence (North to South) which is intended to reduce the overall programme duration. This will be finalised once Thales’ new programme becomes available at the end of April 2008. In the absence of this programme, Tube Lines have been asked to commit to a firm DFA and “N2” milestone dates to enable LU to plan its deliverables.

For the Piccadilly line upgrade (PLU), the rolling stock specification issues have been resolved. The invitation to tender for the Piccadilly Line Rolling Stock was issued on 20 March 2008 with tender returns due in June 2008. Due to the decision to delay introduction of signalling on the SSL lines and the possibility of a change of signalling system, Tube Lines need to reconsider interoperability solutions for PLU in the areas that cross over. LU will comment on information from the Conceptual Design Review with Thales, enabling comments to be

considered before the Preliminary Design. Tube Lines have not agreed a cost and resource loaded programme (for signalling systems) with Thales and have requested resubmission. Completion date for the upgrade is in 2014.

2.6 LU Line Upgrade – PPP Sub-Surface Line (SSL)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Create a Strategic Level Plan for the Plan	24/05/2008	24/05/2008	●
D Stock train No. 75 into Service (Final Train)	18/07/2008	28/03/2008	Completed
LUL Review & Accept the Design Compliance Report - Train	28/08/2008	28/08/2008	●
Issue Approved PAP (Issue 2) to LUL	29/08/2008	29/08/2008	●
Construction Site Established Finish (Circle Line)	01/02/2009	01/02/2009	●
Phase I Final Detailed Design (Finish)	15/02/2009	15/02/2009	●
LUL Approve OPO CCTV Train Design	13/03/2009	13/03/2009	●

The SSL network (consisting of the Circle, District, Hammersmith & City and Metropolitan lines) upgrades will provide new and refurbished rolling stock, new signalling and a new control centre. The programme is scheduled to complete by 2018.

The programme has shown decline since the Metronet administration, with delays in some work streams of up to 17 periods (signalling). Metronet's Administrator finalised an agreement with Bombardier and Westinghouse over the SSL upgrade on 31 March 2008. The milestones above do not reflect this slippage and will be updated once an overall "plan of the plan" is developed and agreed. Under the new arrangement Bombardier will still supply the new trains (191 trains and spares support) but the proposed new signalling system will be re-tendered. However, Westinghouse will continue to modify the existing SSL signalling system to allow the new trains to run (ie track circuit immunisation works).

For the D stock (D78) Refurbishment project the last train (75) was handed to fleet for service on 28 March 2008 and was achieved ahead of the accelerated schedule, and 4 months ahead of the original baseline target. Further work on these trains now includes: completion of the Saloon Ventilation System overhaul, practical completion of remaining trains and close-out of snagging items identified during practical completion - all expected to be finished by August 2008.

The first installations of Extra Low Loss Composite Conductor Rail are due in April at Farringdon and at Watford south Junction to trial the technical concept.

London Rail

2.7 East London Line Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Main contractor takes occupancy of ELL Track way & Stations	31-03-2008	01-03-2008	●
Completion of the launch of bridge GE19	31-05-2008	31-05-2008	●
Completion of main spar New Cross Gate	31-05-2008	31-05-2008	●
Handover of bulk supply point to EDF	31-08-2008	31-08-2008	●
Operational building complex available for use by employer	31-12-2008	31-12-2008	●
Test running	31-01-2010	14-05-2009	●
Completion	29-06-2010	19-10-2009	●

The upgraded and extended East London Line (ELL) is planned to open in 2010 with TfL as the passenger service operator through a joint ELL/North London Rail concession with LOROL.

The East London Line closed for operation on 22 December and was handed over to the main works contractor in January, ahead of schedule. GE19 (bridge over East Coast Mainline) was successfully demolished in the Christmas blockade, with a replacement due to be installed at the end of May. The bridge over Shoreditch High Street was successfully lifted into place at the end of March. The main works contractor has continued to achieve on-time the short term critical milestones; however the rate of production of the design submissions, although improving, remains a concern.

The project remains on track for the ELL to re-open by the scheduled date of June 2010.

2.8 London Rail Concession Rolling Stock

Milestones	Current Plan Date	Actual / F'cast Date	RAG
First Unit Assembled	05-06-2008	07-04-2008	●
First NLR unit accepted	31-10-2008	31-10-2008	●
First ELR unit delivered for NR test track	31-12-2008	31-12-2008	●
Trains in Service - NLR	31-12-2008	31-12-2008	●
Trains in Service - ELL	30-06-2010	30-06-2010	●

The London Rail Concession Rolling Stock project will provide 216 new vehicles in three-car and four-car formation to be utilised on the North London Railway and the East London Line. The first of the new London Overground branded trains is expected to be in operation by the end of 2008.

The detailed design process is now complete. Although the start of manufacture was slightly delayed, the first unit is forecast to be on Bombardier's Derby test track by 30 May.

2.9 DLR Bank-Lewisham 3 Car Infrastructure

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Beckton Depot (Phase 1) completion	20-10-2006	11-02-2008	Completed
Shadwell track slew completed	31-05-2008	04-05-2008	●
Westferry platform units installed	31-08-2008	17-08-2008	●
Underpass transition slab complete	31-11-2008	21-11-2008	●
Sectional completion – Cable Street viaduct	31-01-2009	30-01-2009	●
Sectional completion package 2	31-01-2009	05-01-2009	●
Sectional completion – Stepney causeway	31-03-2009	13-03-2009	●
Construction/trackwork/signalling complete	31-01-2010	28-09-2009	●
Service operational	31-01-2010	31-10-2009	●

This project will deliver the structural works necessary for 3 car operation on the DLR from Bank and Tower Gateway to Lewisham.

The main focus is on achieving the necessary design approvals in preparation for the various site works. Work has now started on the construction of the new station at South Quay. The volume of work in engineering hours is requiring increasingly detailed planning to avoid clashes with the Thales signalling work and new railcar testing.

2.10 DLR Woolwich Arsenal Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Completion of tunnelling	31-08-2007	22-07-2007	Completed
Completion of track works	31-03-2008	20-03-2008	Completed
Completion of station	31-08-2008	27-08-2008	●
Systems testing complete	31-12-2008	31-12-2008	●
Project completion	28-02-2009	28-02-2009	●

This project delivers the extension of the DLR from King George V station to Woolwich Arsenal through a PFI contract.

The track work has now been completed and the tie-in at King George V has been achieved. The mechanical and electrical installation in both tunnels is almost complete, with the stand-alone testing due to take place between July and August 2008.

2.11 DLR Stratford International Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Commence Works – Package 7	31-05-2007	31-05-2007	Completed
Commence Works – Package 6	30-06-2007	02-07-2007	Completed
Stratford Int. Station - Completion of New Platform Structure	18-07-2008	18-07-2008	●
Stratford Int. Station - Completion of Main Platform Canopy and Finishes	03-11-2008	03-11-2008	●
Completion of Construction of Star Lane Platform, Canopies and SER (expand TLA)	19-02-2009	19-02-2009	●
Complete Works on Package 6	30-06-2010	30-06-2010	●

This project covers the extension of the DLR from Canning Town to Stratford International, using existing North London Line alignment as far as Stratford Regional Station.

Package 8 (Network Rail platforms at Stratford Station) remains on target to complete by 31 July 2010, with work on the Stratford International Station structure continuing to go well. Design approvals are progressing and overall progress on implementation is on time. On Package 6 (Conversion of NLL to DLR), the main focus is on design and approvals. The approval in principle for all stations south of Abbey Road has been achieved. Package 6 is on schedule to complete by 1 July 2010.

2.12 DLR Railcars

Milestones	Current Plan Date	Actual / F'cast Date	RAG
18 th Vehicle Delivered	18-09-2008	18-09-2008	●
18 th Vehicle in Service	18-10-2008	18-10-2008	●
24 th Vehicle Delivered	16-12-2008	16-12-2008	●
1 st railcar delivered for Stratford Int. Extension	09-01-2009	09-01-2009	●
24 th Vehicle in Service	16-01-2009	16-01-2009	●

This project covers the provision of 16 extra railcars for 3-car operation, 6 for the Woolwich Arsenal extension, 9 for the Stratford International extension and 22 for the 2012 Games.

The fourth vehicle arrived at Beckton in March and there are a further 18 vehicles in production at Bautzen. Type testing continues to progress well.

2.13 North London Railway Infrastructure Project

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Completion of preliminary (GRIP4) design	30-09-2008	30-09-2008	●
Prime contract award	31-10-2008	31-10-2008	●
Project Completion	31-01-2011	31-01-2011	●

The North London Railway Infrastructure Project (NLRIP) covers a programme of track, signalling and civil infrastructure enhancements to facilitate the operation of the future London Overground service commitment, which is to be introduced in January 2011.

The project team is now co located with the Network Rail team at 55 Broad Street, and work is underway on forming a single team by July 2008. Discussions are underway on agreeing an implementation agreement, which is expected to be in place by June 2008. Tenders for the

core works contract were issued to the four interested parties in February, with GRIP 4 information to be passed to them in April/May, with final tender submissions due in mid-June 2008. The single tender action with the signalling framework contractor will be issued in early June 2008 with tender returns in mid-July 2008. GRIP 4 designs are ongoing with initial deliverables now being received. The track access option has been submitted to Network Rail for agreement and onward transmittal to ORR.

2.14 DLR Dagenham Dock Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Submit TWA Order Application	31-01-2008	28-04-2008	▲
Public inquiry for Dagenham Dock commences	31-10-2008	30-10-2008	●
TWA Powers Granted	31-01-2009	30-04-2009	▲

This project covers a possible future extension of the DLR from Gallions Reach through the Barking Riverside development area involving 4.5km of new railway and up to 5 new stations. Currently funding covers only ongoing feasibility and development work to TWA application. Work continues in preparation for the Transport and Works Act (TWA) submission, which should be submitted during April 2008.

Planning

2.15 Cross River Tram

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Complete public consultation on route options	30-03-2007	28-03-2007	Completed
Recommend preferred route/scheme	31-01-2009	31-01-2009	●

Cross River Tram is a 16km tram scheme with a core route proposed between Euston and Waterloo, with branches to Camden and King's Cross in the north and Peckham and Brixton in the south. The project is to undertake option development, technical feasibility and submit a Transport and Works Order application to obtain powers for the scheme.

Funding is provided in the Business Plan until 2010 for the development of the design, assessment of the impacts, refinement of the business case, selection of the preferred route and to start preparation of the evidence needed to submit a TWA order.

2.16 Croydon Tramlink Crystal Palace Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Issue report on 1 st route option public consultation	31-05-2007	31-05-2007	Completed
Recommend preferred route	31-01-2009	31-01-2009	●

The project is to undertake option development and technical feasibility of extending the Croydon Tramlink to Crystal Palace and submit a Transport and Works Order application to obtain powers for the scheme.

Funding is provided in the Business Plan until 2010 for the development of the design, assessment of the impacts, refinement of the business case, selection of the preferred route and to start preparation of the evidence needed to submit a TWA order.

2.17 Thames Gateway Bridge

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Approval/Decision by Secretary of State	30-03-2007	30-07-2007	Completed
Complete proofs of evidence for re-opened public inquiry	28-02-2009	28-02-2009	●

This project is for a new fixed link between Beckton and Thamesmead in the borough of Greenwich to stimulate the regeneration of the Thames Gateway area.

The LDA has agreed to lead and fund the preparation of the TGB economic regeneration and development report, which is planned for completion by October 2008. DfT has now suggested further analysis to strengthen the regeneration analysis. Work is underway on preparing the necessary transport modelling required for the re-opened public inquiry.

3. Other Projects

This section reports on the remainder of the projects identified from the latest Oversight risk categorisation process which have a value below £100m and are therefore not included in section 2.

To improve TfL's project assurance, a TfL Corporate Gateway Review process is being implemented for all projects with an outturn cost in excess of £5m. This process will consolidate and review both internal and external assurance of projects' value for money, affordability and deliverability, at up to 5 project gates covering the project lifecycle.

London Underground

3.1 Olympic Works (station accessibility)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Green Park outline Design approved RIBA C/D	08-05-08	31-03-09	■
Southfields contract award – detailed design	17-09-08	24-06-08	●
Green park commence detailed design RIBA E/F	03-10-08	09-09-08	●
Baker St outline approved RIBA C/D	26-10-08	31-08-08	●
Southfields RIBA E/F design approved	02-02-09	13-05-09	■

This programme provides step-free access at three Games-critical stations: Southfields, Green Park and Baker Street (SSL only).

Work at Southfields is progressing with intrusive surveys now completed on site. The contract for detailed design is expected in June 2008, two periods early.

Baker Street is progressing to complete RIBA D (scheme design) in August 2008. Essential enabling works are being brought forward into the design phase following funding approval.

For Green Park, the contract strategy has been changed and Tube Lines will be awarded the design and build contract. This may delay early milestones but reduce interface and handover delays. The end date is not affected.

The programme is currently on target to meet the Olympic delivery date.

3.2 Connect Airwave

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Commissioning of 5 lines complete (Airwave)	31-10-07	18-12-07	Completed
Bakerloo Line – Line Track handover	30-12-07	07-12-07	Completed
Upgrade EBTS to new airwave components – Batch 7, Schedule 6 completion	02-09-08	30-05-08	●
Upgrade EBTS to new airwave components – Batch 9, Schedule 6 completion	24-11-08	18-08-08	●

This project enhances the emergency services' communication system on the Underground by expanding coverage and capacity. The contract was awarded in January 2007 and all work is now progressing to an accelerated plan. 107 stations have been made available for

commissioning, 82 stations have been given a Qualified Take Over Certificate from LU and 75 stations are now approved for operational service by the National Policing Improvement Agency. Work continues ahead of contract commitments.

Surface Transport

3.3 iBus

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Compulsory purchase and side road orders	31-05-2007	29-08-2007	Completed
Rollout 3,300 buses	29-07-2008	29-07-2008	●
Roll out of new technology to fleet complete	28-02-2009	28-02-2009	●
Old system decommissioned and all operations transferred to new system	28-02-2009	28-02-2009	●

The iBus project is to procure and implement a radio communication and Automatic Vehicle Location solution. This will improve quality of information to customers, both on-bus and at bus stops, and reduce the current risk of a system failure.

After some initial problems which caused delays with the installation of the iBus system, 1,957 buses and 19 garages were completed by the end of Quarter four. The production rate continues to improve and the new forecast date of 28 February 2009 for completion of the fleet installation has been set.

3.4 A406 Bounds Green

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Commence Public Inquiry	11-03-2008	11-03-2008	●
Commence Contract Procurement	03-11-2008	03-11-2008	●
Commence Construction	30-06-2009	25-06-2009	●
Complete Construction	01-04-2011	01-04-2011	●

The project will make a number of safety and environmental improvements along Telford Rd, Bowes Rd and the North Circular Rd between the A109 Bounds Green Rd/Station Rd and Chequers Way.

The London Borough of Enfield has issued Planning Permission for the scheme. The significant objection from the Bowes Telford Community Action Group as well as the threat for Judicial Review of Enfield's Planning Permission was dropped following protracted negotiations. The Compulsory Purchase Order and the Side Roads Order Public Inquiry started on 11 March 2008. A decision from the Secretary of State is expected within three to six months.

3.5 Bus Priority – TLRN Schemes

Milestones	Current Plan Date	Actual / F'cast Date	RAG
8 Bus Lane Schemes Completed	31-03-2008	09-05-2008	Completed
200 bus lane kilometre hours per week	31-03-2008	09-05-2008	Completed

This annualised programme reported delay in meeting fully all its targets for the year. The remaining four out of eight bus lane schemes were completed by May 2008 rather than by the end of March 2008 as originally planned.

3.6 Low Emission Zone (LEZ)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Scheme Go-Live for HGVs (Euro III standard for PM10)	31-01-2008	04-02-2008	Completed
Scheme Go-Live for lighter HGVs, buses and coaches (Euro III standard for PM10)	06-07-2008	06-07-2008	●
Scheme go-live for heavier LGVs and minibuses	01-11-2010	01-11-2010	●
Scheme Go-Live for heavy HGVs - Buses and Coaches (Euro IV standard for PM10)	01-02-2012	01-02-2012	●

The LEZ is being introduced to cut harmful emissions from lorries, coaches and buses to improve air quality across London by a reduction of pollutants that are harmful to human health.

The Low Emission Zone Phase I, Go-Live for Heavy Goods Vehicles (Euro III standard compliance for PM10) was successfully launched on 2 February 2008. Vehicle compliance with the LEZ standard was higher than anticipated, with an initial average daily non-compliance rate of around 7%. This measurement is significantly lower than the 25% of non-compliance which was observed when monitoring first started in May 2007. The next phase to be implemented by the LEZ project is forecast to Go-Live for lighter HGVs, buses and coaches (Euro III standard for PM10) in July 2008.

3.7 East London Transit (Phase 1a)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Invitation To Tender	23-03-2007	04-01-2008	Completed
Contract for construction awarded	14-07-2008	14-07-2008	●
Construction starts on East London transit scheme phase 1a	31-10-2008	28-10-2008	●
East London transit phase 1a – commence construction Barking town centre	31-01-2009	02-01-2009	●
ELT service starts	21-10-2009	21-10-2009	●

The East London Transit (Phase 1a) project is to establish a 9km route between Ilford, Barking and Dagenham Dock, with new dedicated access through Barking Town Centre and a package of highway measures including signal-based bus priority and enhanced enforcement due to be completed in 2009.

The Invitation to Tender (ITT) was successfully dispatched for the civils contract in January 2008. Discussions have continued with London Borough of Barking and Dagenham, English Partnerships and London Thames Gateway Development Corporation to develop the agreement of the handover of Barking town centre for the delivery of the scheme.

3.8 Greenwich Waterfront Transit (Phase 1)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Public Consultation	30-08-2007	11-01-2007	Completed
Complete tender documents	19-08-2008	19-08-2008	●
Detailed Design submitted for approval	12-08-2008	12-08-2008	●
Service Commences	31-10-2011	31-10-2011	●

This project is to establish a 13km bus transit route from Abbey Wood to North Greenwich via Woolwich, part of which will be a segregated busway, to be completed by 2011.

The Greenwich Waterfront Transit Detailed Design is progressing well. The public consultation report was published on 8 May 2008.

4. PPP/PFI Investment

4.1 Connect Works

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Metropolitan Line go live	31-12-06	11-12-06	Completed
Connect – 4 Lines Radio Systems go live	29-02-08	29-02-08	Completed
Central Line Radio – Commencement of train cutover	26-05-08	07-06-08	▲
Northern Line Radio – Commencement of train cutover	22-09-08	22-09-08	●

Connect is a 20-year PFI contract to upgrade and maintain the radio and transmission system used through the London Underground network.

Central Line – Planned go live has been rescheduled to 07 June 2008.

Northern Line – Planned launch date is on target for 22 September 2008. Design approvals are now progressing, with the latest drawings for the Northern line fleet being updated to reflect the experience obtained from the Jubilee line fleet trial fit.

Jubilee Line – Train Radio went live on 28 April and complete transfer to the new system took place on 10 May.

4.2 Power Works

Milestones	Current Plan Date	Actual / F'cast Date	RAG
SSL – Issue first S&D Package include LU Approval	30-11-07	16-11-07	Completed
SSL Finchley Road & Neasden s/stn outline design	08-02-08	08-02-08	Completed
VLU – Manor House DC protection Upgrade Complete	31-03-08	25-01-08	Completed
Northern Line Power – Award Design and build contract	01-04-08	01-04-08	See notes below
VLU Power Upgrade – Cobourg Street Transformer Rect 3 power on	19-05-08	19-05-08	●
Award Finchley Road & Neasden DD&B	01-07-08	01-08-08	●
SSL Met Line DD&B issue of ITT	07-07-08	07-08-08	●
Jubilee Line Power Upgrade – Start on site (Waterloo)	25-07-08	27-06-08	●
Jubilee Line Power Upgrade – Award Finchley Rd & Neasden Design and build contract	01-08-08	05-05-08	Completed
Piccadilly - Provisional Concept Design Compete	18-08-08	18-09-08	●
SSL Power Upgrade – S&D package staged project life end	30-09-08	12-10-08	●
VLU 11kV Cabling- switch at Cloudsley Road ready to terminate	14-10-08	23-09-08	●
VLU Power Upgrade – Full completion of 22kv power cable	12-12-08	12-12-08	●

The Major Power Works programme will deliver the Power Upgrades that are required for the Line Upgrades.

The Victoria Line Power upgrade completion date remains at December 2009, later than the PPP obligation date of 16 June 2009. The actual 'power on' date will still be in line with the PPP obligations on LU because the Line Upgrade will not require the full power capability until December 2009. The EDF Energy Networks Bulk Supply Point remains on schedule despite further slippage in civil enabling works by VLUC at Manor House. All cabling deliveries are now complete on the Victoria Line tunnel sections. Residual works at Northumberland Park Depot and jointing and fettling works will be carried out in planned closures on 6 and 13 June. Cabling works on the Hammersmith & City line remain on schedule with all cabling delivered. Duct route work at Liverpool Street is due for completion in September 2008. The new power distribution boards at Cloudesley Road, Stockwell and Dover Street have been commissioned into service.

The Sub Surface Lines (SSL) power upgrade is currently being developed under a Scoping & Development contract with the AMEC / Siemens / Mott MacDonald Joint Venture. This contract will be completed in August 2008. Current delays to this project phase are being

mitigated by an increase in resource levels and an improved delivery programme. Development of tender documents for the Detailed Design & Build (DD&B) phase will commence May 2008 with the first ITT planned for issue in August 2008. The first package of DD&B works will be contracted to a third party by March 2009.

For the bulk supply point (BSP) SSL, EdF Energy Networks are currently developing a design for the Bulk Supply Point (BSP) works required to support the Power Upgrade. They have now ramped up their resource for the project and are undertaking scoping works on cable routing between St. John's Wood to Griffiths House & Willesden to Neasden BSP. Requirements for early ordering of High Voltage equipment to meet the Power Upgrade programme dates are currently being determined.

For the Northern Line Power Upgrade, Tube Lines (TLL) rejected LU's 630V-based conceptual design for the power upgrade and is developing its own scheme based on the existing train fleet being converted to operate at 750V. This introduces uncertainty into the programme. LU has pre-emptively completed an initial evaluation of the impact of using 750V (as opposed to 630V) and the additional works appear to be limited to a further sub-station upgrade at Leicester Square. Power on remains at April 2009.

The Jubilee Line Power Upgrade detailed design and build tenders have been successfully evaluated and the contract will be awarded shortly. A detailed design and build programme will be available in June 2008. Power on remains at August 2009.

For the Piccadilly Line Power Upgrade, the current delivery programme and budget assumes that the power upgrade for the Piccadilly Line is to 630V specifications and not 750V. An assumption has been made that the line will be transitioned to 750V operation and the cost and programme implications of this change are currently being assessed.

5. Olympics

Progress on TfL's contribution to the London 2012 Olympic Games is reported each period to the Olympic Delivery Authority (ODA). The latest report is attached in **Annex I**.

6 Investment Programme – Financial Progress

Total Investment Programme Expenditure £ millions	Full Year		
	Actual	Budget	Variance to Budget
Capital Expenditure			
London Underground (after overprogramming)	415	419	(3)
Surface (after overprogramming)	177	278	(101)
London Rail	416	427	(11)
Group Directorates	46	74	(27)
Overprogramming (group level only)	-	(48)	48
<i>Total Capital Expenditure (after overprogramming)</i>	1,054	1,150	(94)
Development & Borough Expenditure	245	270	(25)
<i>Directly Managed Expenditure</i>	1,300	1,421	(121)
<i>Indirectly Managed Expenditure</i>	1,421	1,229	192
Total Gross Investment Expenditure	2,721	2,650	72

6.1 London Underground

Actual capital expenditure spend for London Underground was £415m being £4m behind budget.

There was an over spend on the interchange programme driven primarily by works at King's Cross being £8m above plan, although this was matched by increased reimbursement.

A saving occurred on planned rolling stock spend on the Piccadilly Line as a result of delays to main signalling contract works. The variance related to rolling stock refits to accommodate signalling works which is not covered by the existing contract with Tube Lines. This project is being restructured as LU has yet to agree commercial terms with Tube Lines, although the intention is to achieve this before October 2008.

For the Network Operations Control centre for the Victoria Line, only design work has so far been completed which has resulted in an under spend of £2.3m. Implementation and building works for the project is being re-phased into 2008/09.

A number of under spends have arisen on station congestion relief projects, most notably Shepherds Bush, Paddington, Tottenham Court Road and the former Silverlink stations, where slippage has meant costs falling back into 2008/09.

6.2 Surface Transport

Actual capital expenditure spend for Surface Transport was £101m less than budget. The material variances include:

Project slippages on iBus have resulted in under spends of £15.0m in 2007/08 which have been carried forward to 2008/09. The primary cause was a lack of documentation for depots at the time of planned implementation.

Delays in construction of West Ham garage as a result of more detailed planning (£32.9m gross expenditure before third party funding) and the selection of Lea Interchange as the alternative site for Wyke Road garage (based on a rental agreement rather than land purchase), which saved £5.9m compared to budget, resulted in Bus Garages being £38.8m below budget. Spend for West Ham garage has been carried forward to 2008/09 and work is underway on the permanent garage, final completion of the garage is expected to be 3 months later than originally budgeted as a result of planning.

The vehicle programme was £5.0m below budget, mainly due to a £3.9m re-phasing for re-tendering of the London Hydrogen Partnership project, following withdrawal of the preferred bidder. The bidder has now been selected and contract negotiations are nearing completion.

London Trams was £1.2m under budget as a result of the cancellation of an electronic document and records system project (£1.3m).

An underspend of £10.1m in Congestion Charging Re-Let and Futures was mainly the result of re-profiling following the selection of IBM as the new service provider (£5.7m has been carried forward to 08/09). In addition, there have been savings arising from the selection of the new service provider on system refresh and consultancy costs.

Major route and safety programmes were £38.8m under spent against budget. This was mainly due to delays in Blackwall Tunnel North refurbishment resulting from extended stakeholder consultation and delays in securing land from LBTH/Veolia (£19.6m), and project slippage on A316 Country Way Flyover (£5.0m), Westminster Bridge (£4.1m), Fore Street Tunnel (£2.1m) partially off-set by accelerated works in 2006/07 on Coulsdon project (£3.3m).

Slippage of £7.6m on East London Transit (ELT), due to a delay in borough agreements with LB Barking and Dagenham over the potential displacement of Barking market, coupled with slippage on Greenwich Waterfront Transit project of £1.4m, resulted in a £9.1m under spend on Bus transit schemes.

Bus Priority is £8.1m below budget as a result of carry forward spend for SVD iBus, Route 38 and Route 133 to 2008/09 (£4.0m) and slippage on other flagship schemes.

The Driver Machine Interface (DMI) project in Ticket Technology has been carried forward (£4.8m) to 2008/09 resulting in an under spend this year.

6.3 London Rail

Actual capital expenditure spend for London Rail was £11m behind budget.

The Docklands Light Railway (DLR) saw some delays in the completion of phase one works at the Beckton depot and commencement of phase two, delaying £3.5m of spend. The schedule has been impacted by poor weather conditions in February which affected grout setting on track work, holding up subsequent works.

The NLR Stations upgrade project was £3.2m underspent due to a change in procurement strategy for delivering the stations enhancement work. This will now be delivered by LOROL and work commenced in November 2007 in line with the wider LOROL programme.

6.4 Development & Borough Expenditure

There were a number of under spends within London Rail which made up the bulk of the variance, including North London Rail infrastructure project (£11m), NLR installation of Oyster and gating equipment (£8m) and NLR stations (£1m). These items had been budgeted as revenue expenditure, but as the North London Railway is now part of TfL, these works can now be capitalised.

6.5 Indirectly Managed

The majority of the capital expenditure which is being indirectly managed is undertaken by Tube Lines and Metronet Rail under the PPP contracts.

It should be noted that the budget against which Metronet performance is measured reflects the latest approved Annual Asset Management Plan (AAMP) for the Infracos. Agreement of the most recent AAMP was not achieved and the budgets are therefore based on their 2006 plan.

Metronet shows an overall overspend in the year of £68m against budget. The main areas of overspend being Stations at £143m due to increased costs compared to the old AAMP submission. Work in the final quarter has been restricted to completing stations that had all ready been started prior to Administration. Direct control of these works has passed to Metronet from Trans4m in this time. During the final quarter the spend rate fell as the new arrangements were put in place.

Track over the year was £65m under spent. Of this some £30m was due to the reclassification of previous years spend in the year from capital improvement work to operational maintenance. However, encouragingly work volumes increased in the final quarter, especially on SSL.

Tube Lines expenditure was £13m over their initial submission on which the budget was based. The prime areas of increase were in stations £40.7m and Signals £31m reflecting increased levels of activity on the Jubilee Line signalling installation work.

Communications work was £25.8m below target which is due to the works at stations being classified under the stations heading. Rolling stock was £9m lower than target of which £2m were revised costs of Piccadilly Line bogie upgrades in the final quarter.

Track and Structures were £23m below target. On track the reduced spend reflects the revised volumes of ETR (Enhanced Track Replacement) works planned in the current year following a re-evaluation of their strategy which has been reflected in subsequent AAMP submissions.

In the final quarter, spend rates on stations decreased by 30% and signalling by 20% taking them below the rates predicted in the 2006 AAMP submission used as the budget.