



Investment Programme Report

Third quarter, 2007/08

MAYOR OF LONDON

Transport for London



Cover Image: The iBus system arrived in North London during the quarter where it has been rolled out on services from Tottenham and Stamford Hill bus garages. TfL is scheduled to have iBus technology installed on all buses by early 2009. iBus is being introduced to replace and upgrade the existing vehicle location and radio systems to provide a better service.

Transport for London

Investment Programme Report

Third quarter, 2007/08 (16 September – 8 December)

1 Programme Highlights

- 1.1 TfL's Investment Programme this quarter generally continued to achieve key milestones although there have been a number of projects which are incurring project delays of greater than three months.
- 1.2 The key highlights from the third quarter of 2007/08 were:
- Opening of the 'Hockey Stick' passenger tunnel on 8 October 2007 as part of the Channel Tunnel Rail Link (CTRL) works at King's Cross.
 - Following the start of the London Rail Concession on 11 November 2007, station improvement works commenced together with the rollout of gating and Oyster on the North London Railway.
 - The planning application for the revised entrance to the Centre Point office building was submitted to LB Camden as part of the Tottenham Court Road Congestion Relief project on 16 November 2007.
 - Opening of the Walthamstow Central Upgrade ticket office and subway on 19 November 2007.
 - Submission of the Transport Works Act Order for the Victoria Station Upgrade on 22 November 2007.
 - Covent Garden Station was reopened on 1 December 2007 following the congestion relief works.
 - Public consultation for the Greenwich Waterfront Transit scheme began on 26 November 2007 and concluded on 11 January 2008.
- 1.2 Post quarter events include:
- A new DLR station, Langdon Park Station together with a platform at Stratford Station were formally opened on 10 December 2007.
 - The first new DLR railcar was delivered to TfL on 22 December 2007.
 - Bridge GE19 was successfully demolished at Liverpool Street during a planned blockade over the Christmas vacation as part of the East London Line Extension project. Delays to the resumption of passenger services occurred due to overrunning of Network Rail engineering works.




2 Projects (over £100m)

2.1 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).

TfL has established an 'Oversight' function, the purpose for which is to provide assurance on the delivery of the Investment Programme. Oversight has determined a risk based list of 'top 10' and 'top 60' projects which forms the basis of programmes and projects within the Investment Programme Report.


This section reports on discrete projects with a total cost greater than £100m. Projects identified from the latest 'Oversight' risk categorisation process as being included in the top 10 are identified by an asterisk (*).

For each project, key milestones are given with a forecast date against the current planned date for the current year. The Red Amber or Green (RAG) status signifies the following:

	Delivery on schedule
	Delivery < 3 months behind schedule
	Delivery > 3 months behind schedule

London Underground

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

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Phase 1 final completion	31-12-2006	10-12-2006	Completed
Commencement of Bomb Gap Civils	31-08-2007	17-07-2007	Completed
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, including refurbishment of the Metropolitan and Circle line platforms was completed on 10 December 2006 and all public areas are now in use with snagging and assurance items closed out.

Phase 2, including the Northern Ticket Hall, is continuing on site. The 'Hockey Stick' passenger tunnel was opened in the quarter on 8 October. There have been delays to the tunnelling work due to complexity of the works and delays in gaining assurances. Production rates in the Northern Line Access and the Victoria Line Access have improved. The discovery of asbestos in the Thameslink tunnel has caused delay to the Piccadilly Line Access (PLA) works. However, this has now been removed allowing the enlargement of the PLA to continue without further delay. The near term major milestone, handover of the Northern

Ticket Hall Roof Slab in September 2008, is still on target. The overall end date remains on target for completion in December 2010.

2.3 Victoria Station Upgrade (*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Transport Works Act Submission	30-11-2007	22-11-2007	Completed

With 80 million people passing through it each year and forecast to grow to 100 million, 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.

Overall progress continues to plan. Following the Mayor's agreement, the application for a Transport Works Act Order (TWAO) was submitted on 22 November 2007. Asbestos removal was completed for the District and Circle ticket hall. The closure of the Victoria Ticket Hall over the Christmas period for asbestos removal was completed on 7 January 2008. The temporary ticket hall was operational from 3 December 2007.

The project completion date is now planned for Quarter 4 2015.

2.4 Tottenham Court Road Congestion Relief (*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Design tenders returned	15-01-2007	05-02-2007	Completed
Completion of Stage E design	28-02-2008	31-05-2008	▲

Tottenham Court Road station is at the heart of London's West End, and is currently operating in excess of its capacity. It therefore suffers from significant congestion. Demand at the station is forecast to increase, and access to the station would need to be severely restricted to avoid unsafe levels of congestion and operation. The scheme will provide a significantly enlarged ticket hall with 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. It will also provide a link into the proposed Crossrail scheme. LUL is tasked with co-ordinating the Tottenham Court Road works with the Crossrail project.

The RIBA Stage E design is continuing and is due to complete in May 2008.

Utilities diversion works continues with the closure of Hornes Corner from January 2008 for Thames Water sewer diversion works. British Telecom diversions have also begun in January 2008.

The planning application for the revised entrance to the Centre Point office building was submitted to LB Camden on 16 November 2007.

The Powers for the new ticket hall are included within the provisions of the Crossrail Hybrid Bill.

2.5 Tunnel Cooling(*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Victoria ground water cooling trials complete	31-07-2007	22-04-2008	■
Portable Fans Trial at Piccadilly Completed	31-05-2007	10-06-2007	Completed
Victoria Line RIBA C Design Packages 1-4 (excl. King's Cross, Oxford Circus & Victoria) Completed	30-06-2007	17-07-2007	Completed
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

This is a long term programme to reduce ambient temperatures in a number of ways including increased ventilation, improved energy efficiency, and train-based measures. An accelerated design programme has commenced to provide solutions in time for the line upgrade programmes.

Work is now prioritised on the Victoria Line in line with revised budgets. During the quarter, the Victoria Line designs progressed on 4 of the 16 tunnel vent shafts. Design is also at RIBA stage D for the Northern Line and the final Stage C report for the Jubilee Line is being evaluated.

For the Stockwell Borehole, there are delays resulting from land acquisition negotiations. Alternative fall-back options are being assessed.

For the Victoria Ground water trial, the system was commissioned in August 2006 with the trial due to last a year. However, as certain elements were not commissioned until spring 2007, the trial end date has been extended but the trial life remains the same. It is anticipated that the cooling system will remain in place and in operational use after the completion of the trial.

2.6 LU Line Upgrade – PPP BCV

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Waterloo & City line upgrade complete	March 2007	July 2007	Completed
Victoria Line – 1 train accepted to run in LU traffic hours	January 2009	January 2009	●
Victoria Line – Commence rolling stock full production	May 2010	May 2010	●

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.

Metronet is still working to the accelerated delivery plan of November 2011, but there is a two-month slippage from this date. Signalling slippage remains the key concern.

The Metronet administration is causing delays to approvals and procurement. Train 1 continued testing on the Victoria Line during non-traffic hours. Train 2 is expected to begin testing in Engineering Hours in February 2008.

2.7 LU Line Upgrade – PPP JNP

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Jubilee Line – Delivery of last train	April 2008	August 2008	■
Jubilee Line – LU acceptance of first section	June 2008	October 2008	■
Jubilee Line – LU acceptance of entire line	November 2009	November 2009	●

Work is underway on both the Jubilee and Northern Line Upgrades which comprise signal and train control replacement. Completion is due in 2009 for the Jubilee Line, with the Northern Line to follow in 2011.

On the Jubilee Line programme, the Transmission Based Train Control (TBTC) and Rolling Stock elements are critical path activities with the schedules for these under pressure against the accelerated 'early finish' programme. Despite multi-train working, the rolling stock progress remains behind target due to the availability of trains. During the period, train 20 has been converted and returned to service. Significant efforts are required if the first element (J2) completion date of June 2008 is to be achieved.

Tube Lines proposes to merge the migration dates for J2 (Stratford to Canning Town) and J3 (North Greenwich to Westminster) into one large migration section (J2/3). Although this brings schedule benefits there are greater risks in larger "big-bang" commissioning and this is being reviewed, especially around Canary Wharf. The new date for both migrations is planned for October 2008. LU is assessing this proposal and J2 will be delayed further if no agreement is reached. Overall, as the plan dates were against an accelerated programme, the end date has not been impacted and completion of the Jubilee Line is still forecast to be the contract date of December 2009.

On the Northern Line upgrade, Trains 1 & 2 have both completed conversion with testing due to start in February 2008. The delivery of Signal Equipment Rooms is behind programme although this is not on the critical path. Tube Lines are forecasting completion 4 months ahead of the contract date of September 2011. The new control centre at Highgate is on plan for handover by February 2008.

For the Piccadilly line upgrade, LU has now removed the requirement for Train Gangways. Tender documents for the rolling stock are to be issued in January 2008.

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

Milestones	Current Plan Date	Actual / F'cast Date	RAG
New rolling stock – Preliminary vehicle design complete	28-02-2007	28-02-2007	Completed
Vehicle design complete	31-07-2007	14-09-07	Completed
D78 Stock – 66% of rolling stock refurbished and in service	31-08-2007	31-06-2007	Completed
Signalling system – preliminary design freeze	31-12-2008	31-12-2008	●

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.

For the Metropolitan Line, the significant near-term milestone of May 2008 for the commissioning of signalling on the Watford-Croxley section will not be met. 65 D-Stock trains were available for service on 7 December 2007, remaining ahead of target. Manufacture of S-Stock Train 1 shell has slipped, due to material delays, however this should not affect the delivery date of January 2009 to LU for testing and then, for passenger service by December

2009. Detailed design has been completed ahead of the planned completion date of December 2007.

The interfaces and interoperability of the signalling systems between the SSL network and Network Rail continues to be an issue. Metronet Rail and LU are developing a System Design for the end of the financial year. The programme is on track to complete by 2018.

2.9 7-Car Circle Line

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Surveys/design for platform extensions begin	31-03-2007	31-03-2007	Completed
7 Car C Stock Specified Right – Major Stations RIBA D Design Submitted	30-11-2007	30-11-2007	Completed
Work begins on 12 minor stations	31-03-2008	31-03-2008	●

This project provides for all the work associated with enabling 7-car operation at the minority of stations (16 in total) where trains are currently restricted to 6-car running. The project also provides an additional new S-stock car to that already being supplied under the SSL Upgrade Programme.

The feasibility study for platform extensions at the four major stations is complete. Prices for the works have been submitted by the Infracore which are currently being assessed in parallel with the design proceeding to RIBA Stage D (up to TWA Powers). The Stage D report has been completed with further works to be progressed subject to funding constraints.

London Rail

2.10 East London Line Extension (*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Award Main Works Contract	31-05-2007	20-10-2006	Completed
Close Existing East London Line	31-12-2007	22-12-2007	Completed
Commence Bridge GE19 Demolition	31-12-2007	25-12-2007	Completed
Main Contractor Takes Occupancy of ELL Track way & Stations	31-03-2008	01-03-2008	●
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 Railway concession. The Overground concession contract was awarded to LOROL (London Overground Rail Operator Ltd, which is the trading company of MTR Laing) and started services on 11 November 2007.

The critical path for the project is the design and construction of Dalston Junction Station, the installation of the track and rail related systems and the commissioning and test running. The main works contractor has continued to achieve on time a succession of short term critical milestones; however the rate of production of the design submissions by the design sub-contractor, Scott Wilson, although improving, remains a concern. The existing East London Line closed on 22 December 2007 ready for the contractor to take over the site in March 2008.

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

2.11 London Rail Concession Rolling Stock

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Award Contract	31-08-2006	31-08-2006	Completed
First Car Delivered	05-06-2008	07-04-2008	●
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.

An order for the first tranche of additional vehicles to support the North London Line service was placed in June, and a second tranche is expected to be ordered by the end of January 2008.

The project is currently in detailed design, with the first unit body-shell now on the production line. The first NLR unit is due to start Network Rail on-track testing in June 2008.

2.12 DLR Bank-Lewisham 3 Car Infrastructure

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Beckton Depot (Phase 1) completion	20-10-2006	31-01-2008	■
Tender documents to be returned	30-11-2006	21-12-2006	Completed
Construction work starts	30-04-2007	04-06-2007	Completed
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.

Pre-construction surveys and tests are being undertaken at a number of sites and design submissions are progressing. Completion of the Phase 1 works on the Beckton Depot expansion continues to be delayed, but does not impact on operations or the rest of the project.

2.13 DLR Woolwich Arsenal Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Complete up-tunnel	06-09-2006	19-12-2006	Completed
Completion of Thames Intervention Shaft	31-07-2007	27-09-2007	Completed
Completion of tunnelling	31-08-2007	22-07-2007	Completed
Completion of track works	31-03-2008	05-02-2008	●
Project completion	31-01-2009	28-02-2009	▲

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

The boring of both tunnels and the cross-passages has been completed, and track-laying on the up-track tunnel is nearly complete. Detailed planning of the testing and commissioning phase of the work has now begun.

2.14 DLR Stratford International Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Contract Package 8 award	01-12-2006	10-01-2007	Completed
TWA powers granted	31-12-2006	25-10-2006	Completed
Contract Package 7 award	29-01-2007	03-05-2007	Completed
Contract Package 6 award	28-05-2007	29-06-2007	Completed
Commence Works – Package 7	31-05-2007	31-05-2007	Completed
Commence Works – Package 6	30-06-2007	02-07-2007	Completed
Complete Works	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.

Work has commenced on the construction of the DLR Stratford International Station with works taking place during a Christmas blockade. Design submissions are underway for the various assets involved in the conversion of the former North London Line to DLR use and for the Network Rail platforms at Stratford Regional Station

2.15 North London Railway Infrastructure Project(*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
All design completed to GRIP 2	18-05-2007	08-06-2007	Completed
All design completed to GRIP 3	24-08-2007	12-10-2007	Completed
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 previously identified funding gap between Network Rail's estimated cost of the scope of work and TfL's budget has now been resolved without de-scoping through the project's critical review of the estimates and an increase in Network Rail's contribution. The procurement strategy has now been agreed with Network Rail, with the work being split into four main contracts: signalling, Channelsea Loop, Latchmere Curve, and a core works contract for design and construction for other areas. Discussions are underway on the co-location of the Network Rail team with the TfL project team, followed by the formation of an integrated project team. Work is currently progressing on the GRIP 4 deliverables.

Planning

2.16 Cross River Tram(*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Complete Stakeholder consultation on route options	15-11-2006	30-10-2006	Completed
Complete review of options post consultation	28-02-2007	28-02-2007	Completed
Complete public consultation on route options	30-03-2007	28-03-2007	Completed
Issue of preferred route recommendation report	30-09-2007	TBC	▲
Approval of Option Refinement (achieve Design Freeze 2)	30-11-2007	TBC	▲

Cross River Tram (CRT) is a 16km tram scheme with a proposed core route 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 TWA Order application to obtain powers for the scheme.

Funding is provided in the Business Plan for the next two years 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.

Over the next six months the project team will be investigating the implications and options for phased implementation of the scheme, and firming up the costs, benefits and overall business case.

2.17 Croydon Tramlink Crystal Palace Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Commence public consultation	31-10-2006	19-10-2006	Completed
Commence investigation of options	31-10-2006	31-10-2006	Completed
Agree governance and handover strategy with London Trams and Surface Transport	01-10-2006	28-02-2007	Completed
Issue report on 1 st route option public consultation	31-05-2007	31-05-2007	Completed
Appoint designers for development of single option to acquisition of Powers	31-07-2007	TBC	▲
Preferred Single Option approved by SRO	31-10-2007	TBC	▲
Agree transition arrangements with Surface Transport (London Trams)	30-11-2007	TBC	▲

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

The LDA Masterplan for Crystal Palace was submitted at the beginning of November and included the proposed area dedicated to the tram and bus /tram interchange. Funding is provided in the Business Plan for the development of the scheme over the next two years.

Over the next six months, the project team will be focussing on the firming up the costs, impacts, benefits and overall business case prior to recommending a confirmed route.

2.18 Thames Gateway Bridge (*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Obtain HM Treasury and PRG approval of outline Business Case	31-12-2006	21-11-2006	Completed
Issue of OJEU Notice and Pre-Qualification Questionnaire for Concession Contract	31-12-2006	08-05-2007	Completed
Approval/Decision by Secretary of State	30-03-2007	30-07-2007	Completed
Release ITT and commence procurement	31-08-2007	30-09-2010	■
TGB handed over to Surface Transport	30-11-2007	TBC	■

This project is part of the Mayor of London's transport strategy for a new fixed link between Beckton in the borough of Newham and Thamesmead in the borough of Greenwich to stimulate the regeneration of the Thames Gateway area.

The Secretary of State for Communities and Local Government and the Secretary of State for Transport deferred decisions on the planning permissions and various Orders for the TGB on the basis of needing further evidence as to the regeneration benefits of the bridge and to address issues raised by the objectors, and called for the inquiry to be re-opened to address these issues. A letter has been sent by the Mayor to both Secretaries of State confirming TfL's commitment to the TGB project in its current form and expectation to use the allocated PFI credits.

In line with the decision of the Board in October, work on preparing the evidence for a re-opened inquiry is underway and includes looking at alternatives to enhance the scheme for public transport.

2.19 West London Tram(*)

The scope of this project was to undertake feasibility work, and prepare and submit a TWA Order application to obtain powers for the tram scheme linking Uxbridge with Shepherd's Bush.

The Mayor announced on 2 August 2007 that TfL will not make an application for a Transport and Works Act for the West London Tram at this time based on a positive announcement on Crossrail and the development of an effective bus based alternative with the relevant boroughs. The tram scheme is therefore in the final stages of being archived in such a way as to be accessible for future use. Work has started on scoping the details of a West London Study as a basis for developing a Bus-based alternative and a wider look at the transport needs of West London including improved access at Crossrail Stations.

3. Other projects

- 3.1 This section reports on the remainder of the top 10 projects identified from the latest Oversight risk categorisation process which have a value below £100m and are therefore not included in section 2. It also includes other noteworthy projects in the quarter as identified through the Investment Management Review (IMR) process.

London Underground

- 3.2 Olympic Works (station accessibility)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Southfields Design Complete	30-09-2007	30-09-2008	■
Green Park Design Complete	30-06-2008	31-03-2009	■
Baker Street Design Complete	30-06-2009	30-03-2009	●

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

At Southfields Station, the performance of the contractor has worsened. LU is planning to use alternative suppliers for the delivery of the scheme. However, the end date has not yet been affected.

For Green Park, a review of the design is ongoing to understand impact of the current scheme to construct lifts in close proximity to existing Victoria Line escalators. Options for keeping the escalators open during the works are also being assessed. A workable solution would avoid non-stopping of Victoria Line trains.

Options at Baker Street are being assessed to minimise the impact on third party property. The preferred scheme is now within TfL's land. A new programme is being developed on this basis.

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

- 3.3 Connect Airwave

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Contract award	30-06-2006	20-01-2007	Completed
Commissioning of 5 lines complete	31-10-2007	18-12-2007	Completed

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 as planned with a total of 112 Enhanced Base Transceiver Systems swapped out with only White City remaining.

By improving processes and working over Christmas, GPS installation was achieved at 72 stations. Connect is now live on two-thirds of the Tube network with the remaining lines, Central, Jubilee and Northern transferring during 2008.

Progress to commission 5 lines by 18 December 2007, was achieved as planned.

Surface Transport

3.4 iBus

Milestones	Current Plan Date	Actual / F'cast Date	RAG
System Acceptance	08-12-2006	19-01-2007	Completed
First Garage Application	04-05-2007	14-09-2007	Completed
Final Acceptance	21-01-2009	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.

The vehicle installation of iBus has reached 801 and 7 garages were completed. Previous slippages and a slower than anticipated roll out means that a small delay is now forecast for the project completion.

3.5 A406 Bounds Green

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Compulsory Purchase and Side Road Orders	31-05-2007	29-08-2007	Completed
Public Inquiry	21-04-2008	19-04-2008	●
Commence Construction	30-06-2009	25-06-2009	●
Complete Construction	30-04-2011	04-04-2011	●

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.

With the Compulsory Purchase and Side Road Orders published, twelve objections were received to the Compulsory Purchase and Side Road Orders. Most are holding objections. However, one significant objection has the potential to introduce delays to the project.

3.6 Bus Priority – TLRN Schemes

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

This annualised programme has moved into delivery stage and is forecasting to meet all its targets for the year. Three out of eight bus lane schemes were completed by the end of Quarter 3.

3.7 Dial-a-Ride Scheduling System

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Complete migration of depots to new system	30-04-06	30-06-08	■

The implementation of a scheduling and booking system is intended to make more efficient use of vehicles and drivers. This is expected to lead to a reduction in refusal rates, better scheduling leading to increased travel opportunities, improved call answering and same day booking.

Delays with the resource intensive process of testing bookings software against business requirements have delayed migration. The final depot, Woodford, is now forecast to transfer in the first quarter of 2008.

3.8 Low Emission Zone (LEZ) (*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Mayoral decision on Scheme Order	04-05-2007	04-05-2007	Completed
Go-Live for Vehicle Registration	30-07-2007	30-07-2007	Completed
Go-Live for Payments	29-10-2007	29-10-2007	Completed
Scheme Go-Live for HGVs (Euro III std for PM10)	31-01-2008	04-02-2008	▲

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

Capita and Siemens successfully delivered Payments / Information Go-Live on 29 October. Camera installation at all but one of the Tranche 1 sites has been completed. The project remains on track for Scheme go-live on 4 February 2008.

3.9 East London Transit (Phase 1a)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Public Consultation Report complete	25-07-2006	27-08-2007	Completed
Detailed design complete	29-09-2006	27-08-2007	Completed
Invitation to Tender	23-03-2007	14-01-2008	Completed
Service starts	16-02-2008	13-10-2009	■

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. Delays for the approval of the route through the town centre and additional requirements have led to the procurement activity starting later than originally planned and has impacted on the start date for the service.

The Invitation to Tender has been issued for the bus service contract with the civils contract scheduled to be issued by the end of January 2008 in line with the programme. Discussions are continuing with London Thames Gateway Development Corporation to secure funding for the additional urban realm opportunities being delivered as part of the scheme.

3.10 Greenwich Waterfront Transit (Phase 1)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Public Consultation	30-08-2007	11-01-2008	Completed
Detailed Design	29-09-2007	12-08-2008	■
Complete construction	29-06-2010	10-06-2011	■
Services commence	29-06-2010	22-07-2011	■

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 bus way, to be completed by 2011.

Public consultation was launched after a short delay in order to include consultation as requested by the GLA on vehicle type (articulated or double-decker) in the brochure. Discussions with affected landowners are ongoing, and the Compulsory Purchase Order paper was submitted to the TfL Board in December.

London Rail

3.11 DLR Dagenham Dock Extension

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Submit TWA Order Application	31-01-2008	31-01-2008	●
TWA Powers Granted	31-01-2009	31-01-2009	●

This project covers the 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 and milestones are dependent on further funding approval.

Work is continuing in preparation for the TWA submission. The appraisal work on various route options has been completed and a preferred route has been selected.

4. PPP/PFI Investment

This section reports on performance and contractual issues relating to Indirectly Managed expenditure.

4.1 London Underground

The PPP requires Metronet and Tube Lines to provide a high level of renewal and upgrade of track, signals and stations in the first half of the 30 year contract. Set out below is the performance for each Infraco.

Tube Lines

- Track – completed 3.8 km made up from 1.1 km of enhanced track renewal / replacement and 2.7 km of Tube Reconstruction/Pit Road renewal compared to a plan of 6.0km to the end of Quarter 3.
- Lifts and escalators – ten escalators have been refurbished at the end of Quarter 3 with work continuing on a further seven escalator projects which aim for completion by year end.
- Stations – Three stations have been modernised, 11 stations have undergone enhanced refurbishments and two refurbishments according to plan. A further enhanced station refurbishment of Willesden Green is due for completion by year end.

Metronet SSL

- Track – completed 11.6km of ballast track renewal / replacement compared to 15.8km planned to the end of Quarter 3.
- Lifts and escalators – three escalators have been refurbished to Quarter 3 being the escalators at Embankment 1, 2 and 4.
- Stations – four refurbishments have been completed (Pinner, Ravenscourt Park, Watford & Northwood Hills) and a further two have been declared (Great Portland Street and Preston Road) to the end of Quarter 3.

Metronet BCV

- Track – 3.8km of Tube Recon / Pitt Road renewal has been completed compared to the 4.8 km planned to the end of Quarter 3.
- Lifts and escalators – a total of two lifts have been replaced. One escalator has been installed and four escalators have been refurbished to the end of Quarter 3.
- Stations – five refurbishments have been completed (Bond Street, Piccadilly Circus, East Acton, Woodford & Debden) and one modernisation (Elephant & Castle) to the end of Quarter 3 while a further three refurbishments (Loughton, Bethnal Green & Regents Park) have been declared.

4.2 Connect Works (*)

Milestones	Current Plan Date	Actual / F'cast Date	RAG
District Line go live	23-10-2006	11-10-2006	Completed
Circle, Hammersmith & City line go live	31-12-2006	08-11-2006	Completed
Metropolitan Line go live	31-12-2006	11-12-2006	Completed
Connect – 4 Lines Radio Systems Go-Live	29-02-2008	29-02-2008	●

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

Train radio go-live was achieved on the Bakerloo Line in December 2007 and on the Piccadilly line in November 2007.

4.3 Power Works

Milestones	Current Plan Date	Actual / F'cast Date	RAG
VLU Power Upgrade – award construction contract	30-06-2006	20-03-2007	Completed
SSL – Issue first S&D Package include LU Approval	30-11-2007	16-11-2007	Completed
VLU – Manor House DC protection Upgrade Complete	31-03-2008	31-03-2008	●
VLU Power Upgrade – Bulk supply points delivered into service	09-03-2009	09-03-2009	●

This programme provides the power required for the line upgrades.

The Victoria Line Power upgrade completion 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.

For the power upgrades on the SSL lines, the Phase I Power Upgrade (Metropolitan & Bulk Supply Points) Scoping & Development package was awarded to an AMEC/Siemens/Motts Macdonald consortium on 16 November 2007. For the SSL Phase II Power Upgrade, Circle, District and Hammersmith and City line Tender was awarded to the same consortium on 17 December 2007. The power on date for SSL is still in line with the PPP obligations on LU.

For the Central Line Power Upgrade, the outline design was completed as planned in September 2007.

For the Jubilee Line Power Upgrade, the conceptual design work is now complete. Work is underway on scoping and development with the report due next quarter. The ITT went out in November 2007 and tenders are due back in March 2008. Tender evaluation will take place between March and April 2008 with contract award at the end of April 2008.

For the Northern Line Power Upgrade, the conceptual design is complete and LUL has identified a preferred solution. However, there is an ongoing debate with Tube Lines as to the validity of LUL's preferred solution (Extra Low Loss Composite Conductor Rail). Tube Lines has been instructed to carry out a survey which should settle the issue, starting next quarter.

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 1**.

6 Investment Programme – Financial Progress

Total Investment Programme Expenditure £ millions	Year to Date		Full Year		
	Actual	Variance to Budget	Forecast	Budget	Variance to Budget
Capital Expenditure					
LUL (after overprogramming) ¹	259	(27)	419	419	-
Surface (after overprogramming)	117	(73)	198	296	(99)
London Rail (after overprogramming)	234	(28)	404	427	(23)
Group Directorates	22	(28)	45	74	(29)
Overprogramming (group level only)		48		(70)	70
<i>Total Capital Expenditure (after overprogramming)</i>	633	(108)	1,066	1,168	(80)
Development & Borough Expenditure	140	(2)	251	253	(2)
<i>Directly Managed Expenditure</i>	773	(110)	1,317	1,399	(82)
<i>Indirectly Managed Expenditure</i>	1,021	161	1,460	1,229	231
Total Gross Investment Expenditure	1,795	51	2,778	2,628	149

Tables may be subject to rounding errors

Total Investment Expenditure²

Directly Managed (Including Capital Expenditure)

London Underground

London Underground capital expenditure after devolved overprogramming was £27 million lower than the budget in the year to date although total capital expenditure is forecast to accelerate over the balance of the year to reach budgeted expenditure levels by year end. Forecast expenditure is less than budget in the year to date in several areas including:

- Congestion relief (notably at Tottenham Court Road where there has been a delay in contract award for stage E-G design and a saving on BT works)
- Shepherd's Bush which has required the development of an alternative strategy

¹ In a programme as complex as the Investment Programme, TfL recognises that there will be circumstances largely outside of its control which will lead to unforeseen delays and other changes. Overprogramming recognises this fact and enables TfL to mitigate this risk.

² Investment expenditure includes expenditure of a capital nature but which is delivered through PPP, PFI, through the London Boroughs or other contractual arrangements and therefore is treated as operating expenditure in TfL's Statutory Accounts and development work up to Transport Works Act Order.

- Operational Flexibility (for projects such as crossovers), additional time taken to assess the benefits of individual work streams has meant works have been rephased into next financial year
- Restructuring of the Auto-Reversing (Piccadilly Line) project following commercial negotiations for the main signalling works contract, and
- Cancellation of the Connect transmissions options project.

Surface Transport

Year to date and forecast capital expenditure spend for Surface Transport is £73m and £99m behind budget respectively. The material variances in the forecast capital expenditure includes:

- Delays in the construction of West Ham bus garage and savings on Lea Interchange (formerly Wyke Road) as a result of moving to a rental arrangement, has contributed to Bus Garage spend being £19m below budget
- Delays in completion of the iBus interim milestones and garage rollout delays contributed £12m towards the under spend
- Under spends on major route and safety Improvements, mainly the result of accelerated works in 2006/07 on Coulsdon (£3m), delays/savings in Blackwall Tunnel North refurbishment (£12m), A316 Country Way Flyover (£4m) Westminster Bridge (£3m) and Fore Street Tunnel (£2m) projects
- TLRN Renewals was also under spent by £17m due to rephasing of the agreed schedule of works with Highways Maintenance and Works (HMW) contractors from the original budget assumptions
- The rephasing of Driver machine interface (DMI) project (to deliver new on-bus equipment which will replace the existing on-bus ticketing/Oyster card technology which has reached the end of its development life) into future years, and
- East London Transit due to a delay in the Borough Agreements with Barking and Dagenham over potential displacement of the market in Barking town centre.

London Rail

London Rail capital expenditure in the year to date was £28 million lower than budget with forecast expected to be £23m less than budget for the full year. The main reasons for key variances in the year end forecast include:

- East London line extension due to a revised contract programme and cost forecast rephasing expenditure into future years, and
- North London Railway Infrastructure Project expenditure which has been decreased reflecting a revised programme of work.

Group Directorates

Capital expenditure in the Group Directorates before group overprogramming was £28 million less than budget in the year to date. The forecast full year variance is £25 million lower than budget. The largest significant variance is because of the deferral by the Department for Transport of the Integrated Transport Smartcard Organisation (ITSO) project in the Finance business unit (largely offset by lower capital reimbursements as the project is fully funded by the Department).

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 and is financed as part of the Infrastructure Service Charge.

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 2005/06 plan.

The variances for Metronet at year to date is driven by increased spending on Station works (£140m). However, this increase is not as high as was originally predicted by Metronet in their Extraordinary Review Submission. The rate of spend in the last quarter has halved following Administration and re-scoping of works. The other area is Rolling Stock (£55m) reflecting the re-programming of District Line Train refurbishment works since the 2005/06 AAMP. Expenditure on Track and Structures is £50m lower than the 2005/06 plan due to lower volumes of work.

Tube Lines expenditure is £22m higher than budget (based on their 2005 AAMP submission), the increased spend being within the Stations area (£18m) and signalling (£26m). These are offset by reduction in spend on Track and Structures. These changes were reflected in their 2006 AAMP submission.

The quarter three forecast (based on Tube Line's 2006 AAMP) reflects the ongoing position with Tube Lines spending roundly £46m more predominantly in the stations and trains area. The Metronet forecast level of activity following Administration on Stations has been reduced to reflect the revised programme of work.