

Date Issued: 7 July 2022

**Title: London Underground Four Lines Modernisation
Programme – Automatic Train Control Contract**

This paper will be published once the decision has been made

1 Summary

- 1.1 The key objective of the Automatic Train Control Contract (ATC) contract within the London Underground (LU) Four Lines Modernisation (4LM) programme of works is to deliver capacity and reliability improvements on the Metropolitan, District, Circle and Hammersmith & City Lines through the introduction of Communications Based Train Control (CBTC) signalling technology, through a staged migration sequence of works, with SMA14 representing the final planned migration area to be brought into Revenue Service, currently forecast for completion in October 2024.
- 1.2 The Committee is asked to approve additional Procurement Authority for the ATC signalling contract, required to uplift the existing Procurement Authority (granted at contract award), which aligns to the forecast project expenditure for SMA14 Sectional Functional Completion and is within the Programme and Project Authority approved by the Committee in July 2021.
- 1.3 The exempt appendix contains supplementary information that is exempt from publication by virtue of paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972, in that it contains information relating to the business affairs of TfL, which is commercially sensitive.
- 1.4 The use of Chair's Action is considered appropriate as a decision is required before the next scheduled meeting of the Committee to enable payments to be made to the supplier for existing commitments.
- 1.5 The Members of the Committee are asked to consider the proposal and provide Ben Story, as Chair of the Committee, with their views on or before 10am on Monday 11 July 2022. The contents of this paper and the exercise of Chair's Action will be reported to the next meeting of the Committee.

2 Recommendation

- 2.1 **The Chair, following consultation with the Committee, is asked to note the paper and the exempt appendix and approve additional Procurement Authority for the Automatic Train Control contract for the sum set out in the exempt appendix.**

3 Background

- 3.1 The LU Sub-surface Railway (SSR) consists of four lines – the Metropolitan, District, Hammersmith & City and Circle lines. Pre-pandemic, the four lines carried 1.3 million passengers per day, which represented a quarter of overall LU ridership.
- 3.2 The 4LM Programme is in the process of replacing, modernising and integrating life-expired assets (Signalling, Rolling Stock, Track, Power and Depots) on the SSR. This will add capacity (through improved train frequency) and improve journey time. The 4LM Programme is the largest single upgrade in the history of the network. Due to its scale and interoperation with other LU lines, Train Operating Companies and Network Rail, it has a high level of complexity. Although we already have Automatic Train Control on the Victoria, Jubilee, Northern and Central lines on the LU network, the scale and complexity of upgrading these four lines in one programme is a global first and will transform the overall experience for our customers.
- 3.3 The renewal of life-life expired assets is essential to ensure we have a reliable asset base which can be maintained at an affordable cost. Future demand and operational costs will determine the timing of timetable introduction dates once the capability the new signalling delivers is commissioned.
- 3.4 In July 2015 the Board approved Programme and Project Authority of £5.4bn to undertake the Programme, with the full benefits realised by 2023. The Programme consists of 192 new trains, infrastructure changes, upgrades to three depots which will maintain the trains and new signalling (and associated signalling works). With the completion in 2016, of the introduction of the new fully walk through, air-conditioned trains, most of the work is complete except for the signalling works.
- 3.5 A contract was awarded in July 2015 to Thales Rail Signalling Solutions to signal the SSR with an automatic, modern signalling system. The system is similar to the one that has been successfully installed on the Jubilee and Northern lines. Given the scale of the programme, the SSR has been split into sections (known as Signal Migration Areas) for the purpose of introducing the new signalling system. Work is well advanced in the design and installation of the new signalling system and the delivery of the supporting infrastructure.
- 3.6 As reported to the Committee in May 2021 while the infrastructure works have made good progress a combination of factors (linked to software development, installation and subsequent impact of the coronavirus pandemic) has the delayed the signalling. An extensive review of cost and time was undertaken and revised Programme and Project Authority was approved in July 2021.
- 3.7 The request in this paper and as detailed in the exempt appendix relates to an uplift to the Procurement Authority granted at contract award for the ATC signalling contract, which aligns to the forecast project expenditure for SMA14 Sectional Functional Completion, and is within the Programme and Project Authority approved at the meeting of the Committee in July 2021.

3.8 An update on the 4LM Programme , following the annual update provided in July 2021, was provided to the meeting of the Committee in May 2022 and will be followed by an in-depth annual update in July 2022. These updates follow the successful commissioning of SMA05 on 22 March 2022.

List of appendices to this report:

Appendix 1 contains supplementary information that is exempt from publication

List of Background Papers:

Programmes and Investment Committee paper on LU 4LM July 2021

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Programmes and Investment Committee

Chair's Action



Date: 12 September 2022

Title: Road User Charging

This paper will be published with the papers for the next meeting of the Committee

1 Summary

Road User Charging				
Existing Financial Authority	EFC 2017/18 - 2022/23	Existing Programme and Project Authority	Additional Authority Requested	Total Authority
£310m	£419m	£346m	£177.2m	£523.2m

Table 1: Summary of RUC Authority

- 1.1 This Chair's Action paper follows on from the paper submitted to the Committee for noting on 20 July 2022. It summarises the key developments in Road User Charging (RUC) since the update given to the Committee at its meeting in March 2022, as part of the wider Air Quality and Environment (AQE) Programme annual submission. Specifically, progress of the three newest proposed RUC projects (potential London-wide Ultra Low Emission Zone (London-wide ULEZ), potential Scrappage Scheme and Future RUC) is outlined along with requests for additional Programme and Project Authority for these and the Business Operations (BOps) in-house project, totalling £177.2m. The values requested have increased since the submission to the Committee for noting on 20 July 2022 due to the addition of full contract values for external technical resource to develop the BOps in-house and Future RUC projects, necessary to provide an attractive offer to suitable suppliers in a very competitive market. At the time of the last submission the recommended framework approach and estimated contract values had not been confirmed, so are now included in this updated submission with additional detail provided in sections 5.6, 5.7 and the exempt supplementary appendix.
- 1.2 This paper includes an appendix containing supplementary information that is exempt from publication as part of this Chair's Action. The information is exempt by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972, in that it contains information relating to the business affairs of Transport for London (TfL).

- 1.3 The use of Chair's Action is considered appropriate to enable the Committee to make an informed decision following confirmation of the latest Government funding agreement on 30 August 2022, discussions for which were still underway when the previous paper was presented to Committee for noting on 20 July 2022.
- 1.4 The members of the Committee are asked to consider the proposal and provide Ben Story, as Chair, with their views on or before 5pm on Tuesday 13 September 2022. The contents of this paper, excluding the exempt appendix, and the exercise of Chair's Action will be reported to the next meeting of the Committee.

2 Recommendation

2.1 The Chair of the Committee, in consultation with available Members, is asked to note the paper and the exempt supplementary appendix and:

- (a) approve additional Programme and Project Authority of £177.2m to support the continued development of the following proposed Road User Charging (RUC) projects: London-wide Ultra Low Emission Zone (ULEZ), Scrappage Scheme, Future RUC and Business Operations in-house giving a total Programme and Project Authority of £523.2m for RUC;**
- (b) approve additional Procurement Authority in the sums requested in the exempt supplementary appendix to extend the contracts with Capita Business Services Limited and Siemens Mobility to continue activities in support of the proposed London-wide ULEZ, Scrappage, Business Operations in-house, Tunnel User Charging and Future RUC projects; and**
- (c) note that any Authority granted which relates to both the current funding period and commitments that extend beyond the period of the Business Plan and Budget may need to be revised as part of future budgets to be considered by the Board.**

3 Background

3.1 In March 2022, the Committee approved additional Programme and Project Authority of £54.5m for the wider AQE Programme, increasing the total Programme and Project Authority from 2017/18 to £518.4m. Of the £54.5m approved, £49.7m was specifically for RUC in 2022/23, split as follows:

- (a) £20.5m to commence initiation, development work and any necessary early purchasing for the proposed London-wide ULEZ project, up to P8 2022/23;
- (b) £26.5m to continue development of the Bops in-house project;
- (c) £2.3m to progress RUC re-let procurement activities for 2026;
- (d) an initial allocation of £0.5m to commence early scoping and feasibility work for the potential Future RUC project, with the project returning later in 2022/23 to request further authority for the remainder of the financial year; and

- (e) no authority was sought for the TUC project as forecast spend for 2022/23 is within the previously approved £6.8m Programme and Project Authority, transferred from the Silvertown project in October 2021.
- 3.2 Due to the very early stage of development of the Scrappage and Future RUC projects, detailed cost forecasts were not available to be included in the last submission to the Committee. As these schemes and the proposed London-wide ULEZ project are categorised as enhancements, they were not included as part of the TfL Budget in March 2022. Forecasts for these projects have continued to be refined and are planned to be included in the revised budget following the confirmation of funding source.
- 3.3 RUC was undergoing a critical period of growth at the time of the last submission to the Committee in March 2022. The Mayor's request in January and March 2022 for TfL to progress two potential RUC projects aims to take further bold action to tackle London's toxic air pollution, the climate emergency and traffic congestion. The resulting change in significant components of RUC means that additional authority is now required this financial year for these latest RUC proposals to prepare for their potential delivery at pace, subject to the Mayor deciding to implement the proposals following consideration of the consultation responses, impact assessment and other relevant considerations.
- 3.4 The key projects within RUC now include:
 - (a) the potential London-wide ULEZ in 2023;
 - (b) Blackwall and Silvertown Tunnel User Charging (TUC) in 2024;
 - (c) the in-house delivery of the BOps system (BOps in-house);
 - (d) the potential Future RUC; and
 - (e) the re-let of service contracts in 2026.

4 RUC Progress Update

- 4.1 **Proposed London-wide ULEZ:** Following submission to the Committee in March 2022, work has continued on the proposed London-wide ULEZ scheme. The Mayor announced in March 2022 that TfL was to consult on the principal proposal of expanding the ULEZ London-wide in 2023. The public and stakeholder consultation began on 20 May 2022 and ran for a period of ten weeks. The proposed expansion of the ULEZ to outer London (to the LEZ boundary), so that it would then apply London-wide, would have a significant effect on emissions relative to the cost to Londoners as a whole, as well as helping to tackle the climate emergency and traffic congestion. Around 4,000 premature deaths in 2019 were attributed to filthy air, with the greatest number in outer London. The current and long-term threat from toxic air pollution to public health is significant. All Londoners live in areas that breach the World Health Organization (WHO) target for particulate matter and nitrogen dioxide, around 500,000 suffer from asthma and a similar number will develop diseases linked to dirty air over the next 30 years. In the same period, it is estimated harmful emissions will cost the NHS and social care £10.4bn if no further action is taken to improve air quality.
- 4.2 TfL is working quickly to clean up its services with more than 800 zero emission at tailpipe buses, making it the largest green fleet in western Europe. Strict licensing standards mean that over a third of black cabs are now zero emission capable. As part of the wider move to electric, all drivers are being supported to switch to

the cleanest vehicles, with more than 10,000 charging points now within the M25 – a third of the UK's total. Despite these interventions, toxic emissions from road transport in outer London are not reducing at the same speed as in central and inner London and further action is needed. If the proposed London-wide ULEZ expansion were to be implemented, it is estimated that the number of cars not meeting the ULEZ standards each day in outer London would fall from 160,000 to 46,000 and the number of vans from 42,000 to 26,000. These proposals would mean the air around an additional 145 schools, mostly in outer London, would meet the interim WHO target for nitrogen dioxide. The changes would also see a further 340,000 Londoners living in areas meeting these international health-based standards.

- 4.3 The previous submission to the Committee in March 2022 assumed delivery of the potential scheme by May 2024 at the latest, subject to consultation. However, reflecting the urgency of action required to address the triple challenges of air quality, climate change and congestion, more ambitious timescales have been explored. Subject to consideration of the public consultation responses and impact assessment, the Mayor will make a decision as to whether to confirm the London-wide ULEZ and other consultation proposals, with or without modifications. Following this decision, the London-wide ULEZ expansion could be launched on 29 August 2023.
- 4.4 The cost estimate and forecast for the expansion have continued to be refined since the last submission in March. The Estimated Final Cost in March was based on the long list of options outlined by the Mayor in his announcement in January 2022 and has now reduced following clarification of the proposal including the launch date, as outlined in the exempt supplementary appendix.
- 4.5 If the proposal does progress, a third party-funded vehicle scrappage scheme is likely to be launched, which could go live before the London-wide ULEZ. It is expected that eligible applicants will be offered an incentive to scrap their non-compliant vehicle, either in the form of a grant payment or alternatives such as mobility credits or vouchers to incentivise more sustainable transport options.
- 4.6 **Tunnel User Charging:** The Blackwall and Silvertown TUC system must be in place for December 2024 as required in the Development Consent Order granted by the Secretary of State for Transport in May 2018.
- 4.7 Delivery options have been assessed for the TUC considering the expanded projects within RUC, ensuring resources are appropriately focused on the longer-term deliverables. Details of this assessment and the resulting delivery recommendation are outlined in the exempt supplementary appendix.
- 4.8 **Business Operations System (in-house):** Endorsement was given by the Committee following its meeting on 2 March for delivering the BOps system in-house from 2026. Timescales for BOps were originally aligned to deliver alongside TUC in 2024, although this was time sensitive and dependant on securing necessary approvals to enable a ramp-up in resources. The length of the approval process now means that the delivery of BOps in-house is no longer viable for 2024 and this option was therefore removed from the TUC options assessment referred to above. Timescales are under review to target the significant, longer-term deliverables on potential Future RUC, closely coordinated with the RUC Re-Let project. Latest estimates for the Procurement Authority that is required are included in the exempt supplementary information.

- 4.9 **Future RUC:** The Mayor's announcements in early 2022 referred to a new 'smart road user charging' scheme and this is being explored as the Future RUC project. This could potentially replace existing charges, such as the Congestion Charge, LEZ and ULEZ with a single RUC scheme that uses more sophisticated technology to make it as simple and fair as possible for Londoners. The potential scheme is in the early stages of initiation and high-level policy questions were included in the public consultation that took place between May and July 2022, as part of the proposed London-wide ULEZ project. The potential scheme is being developed in close coordination with BOps in-house and Re-Let projects as there are critical dependencies between the three schemes. A further public and stakeholder consultation will be required in due course once detailed scheme proposals have been developed, which would then be subject to Mayoral confirmation.
- 4.10 **RUC Re-Let:** The operating model for RUC comprises three service contracts that will expire in 2026:
- (a) Detection and Enforcement Infrastructure (D&EI);
 - (b) Business Operations System and Services (BOps); and
 - (c) Enforcement Operations System and Services (EOps).
- 4.11 Activities for the re-let of these service contracts are continuing ahead of their expiry in September 2026, with the BOps system now endorsed for delivery in-house. The project is closely aligned with the Future RUC and BOps in-house projects to accurately inform requirements for the Re-Let procurement activities and coordinate timescales to ensure a seamless transition in services.

5 RUC Delivery in 2022/23 for this submission

- 5.1 **Proposed London-wide ULEZ:** Following the initial authority submission to the Committee in March 2022, additional Programme and Project Authority is now being requested to progress the potential scheme to the end of 2022/23, at which point the scheme will have more certainty on progression, or not, and an update will also be given to the Committee as part of the wider AQE annual programme submission in March 2023. Funding to date has been focused on successfully progressing the scheme to public consultation, including completion of the Integrated Impact Assessment and production of consultation materials, along with the provisional placement of orders for long-lead time items to maintain the viability of a potential August 2023 launch date.
- 5.2 Further assessment has taken place to identify and manage delivery risks for the accelerated timescales, should the Mayor decide to proceed with the outer London expansion of ULEZ, in particular the need to install cameras and signage on borough roads to ensure high compliance. The current camera network in outer London is situated on the Transport for London Road Network to enforce the Low Emission Zone and failure to strengthen this network will likely lead to lower compliance as some drivers seek alternative routes to avoid detection by enforcement cameras. Our preference is to have a standardised written agreement detailing the general approach to implementing the scheme under Section 8 of the Highways Act 1980. This approach should simplify the process for all parties and enable the required timescales to be met. TfL will only use their statutory powers under Schedule 23 GLA Act to directly install signage and cameras in the absence of Section 8 Agreements and/ or Streetworks permits if

the required timescales are not met. Following local elections in May 2022, we are working with boroughs to discuss this approach and the timelines involved.

- 5.3 Following completion of the public consultation in July 2022 and analysis of the responses received, the Mayor will be asked to consider the consultation report, the Integrated Impact Assessment and any other relevant information and decide whether the revised ULEZ scheme should go ahead. Expenditure is being minimised as much as practicable until after the Mayor's decision, however orders for some remaining long-lead items may be placed before December to meet the planned launch date on 29 August 2023. Should the Mayor decide not to progress with the scheme expansion, options for buy-back of materials are being discussed with suppliers, along with alternative use on other projects.
- 5.4 Should the scheme proceed following the Mayor's decision, it will be critical to undertake a substantial marketing campaign to raise awareness of the scheme implementation as far in advance as possible. Compliance is high, and growing, in the proposed expanded zone and advertising is planned to commence in January 2023 to support this, should the Mayor decide to proceed with the scheme. Commitments for 2023/24 will also need to be made in late 2022/23 due to media booking deadlines and so Programme and Project Authority is sought to enable these activities to be commissioned. Should the scheme not go ahead, the campaign would be cancelled at the earliest opportunity to minimise potential abortive costs.
- 5.5 **Scrappage Scheme:** Funding for a scrappage scheme to support the proposed London-wide ULEZ is being discussed with the GLA including on-going lobbying for Government funding, to enable the scale of uptake needed to incentivise people to scrap their non-compliant vehicle. To maintain viability of delivery, we plan to undertake early activities to build a more automated scrappage solution for launch ahead of the potential London-wide ULEZ scheme introduction on 29 August 2023.
- 5.6 **Business Operations System (in-house):** Securing necessary technical resources to progress the development of the BOps system in-house is critical to the success of the project. Additional Programme and Project Authority is now requested to enable onboarding of resource via a framework approach across 2023/24 to 2026/27, in addition to the existing Programme and Project Authority approved by the Committee in March 2022 for resource in 2022/23. Due to the limited availability of experienced technical resource in the market, authority for the full contract duration of individual and team resource is being sought to increase the attractiveness of the contract to potential bidders from the frameworks. The contracts will use fixed rates that have been benchmarked to the market and also include suitable break clauses. Use of this approved framework approach will enable resource to be onboarded in the volume and speed required, with key activities focused on BOps system design, build and integration.
- 5.7 **Future RUC:** Following the initial Programme and Project Authority allocation approved by the Committee in March 2022, additional authority is now requested to the end of 2022/23 and between 2023/24 to 2026/27 for specialist individual and team resources as per the BOps in-house request outlined in section 5.6. Although this scheme is in early development and no decision is expected from the Mayor until after a scheme specific consultation and impact assessment in future years, it is critical that necessary technical resource is secured to undertake early development of functionalities on which the scheme would rely. As noted in section 5.6, in order to provide an attractive offer for potential bidders,

authority for the full contract is required. Contracts will be tendered using a framework and include suitable break clauses that will allow them to be terminated should a decision be made not to progress the Future RUC project.

- 5.8 In addition to starting onboarding of technical resource, authority sought for 2022/23 will fund key activities including requirements setting, option assessment and modelling to develop proposals. It will also fund analysis of responses to the public consultation that completed in July 2022 relating to high-level policy questions, helping to inform the development of the potential scheme. These activities would help progress the project to a potential scheme specific public consultation in future years. The project will seek additional Programme and Project Authority from the Committee in March 2023 as part of the planned AQE programme annual submission.
- 5.9 The relationship between the Future RUC, BOps in-house and Re-Let projects is complex, with multiple dependencies and inter-linked requirements. These are being closely managed by the project teams to ensure key activities, timescales and resources are coordinated to support efficient delivery.

6 Challenges and Opportunities

- 6.1 There is an opportunity for RUC to play an important role in addressing the triple challenges of toxic air pollution, the climate emergency and congestion. This is reflected in the ambitious delivery dates for schemes, most notably the proposed London-wide ULEZ in August 2023, subject to consultation, and the development of the Future RUC project.
- 6.2 As noted in the last submission to the Committee in March, resources remain a critical challenge for the successful delivery of several RUC projects, particularly for BOps in-house and Future RUC. Although resources have been secured for many of the wider project teams since March 2022, specialist technical resource remains a key risk due to the scale of resource needed combined with the limited market availability. The framework approach being used to secure resource at a benchmarked rate and with longer contract duration, authority for which is included in this submission for BOps in-house and Future RUC, intends to help manage and mitigate this risk.
- 6.3 The complex inter-dependencies between RUC schemes have increased since the introduction of additional projects in early 2022. Most notably the full impact Future RUC will have on the BOps in-house and Re-Let projects is still being assessed. While BOps in-house and the Re-Let have more certainty, Future RUC is significant and uncertain; therefore, we will work to assumptions but must prepare for all eventualities. Project teams are working closely together to identify and manage overlaps, particularly for requirements and timescales, with opportunities for efficiencies being explored along with minimising of delivery risks.
- 6.4 Improved financial certainty is critical. Not all the RUC schemes in this paper were included in the Managed Decline scenario which informed the TfL Budget. Following the long term funding settlement from Government on 30 August 2022, costs of policy decisions and schemes for RUC are to be funded by alternative sources available to us. Following agreement of a financing facility with the GLA, the potential London-wide ULEZ, Scrappage and Future RUC schemes are planned to be included in the 2022/23 revised budget.

7 Legal Implications

- 7.1 It will be ensured that any specific activity for which authority is given falls within the scope of TfL's powers to undertake preparatory work in respect of a RUC scheme and that it is reasonable and necessary to incur these costs.
- 7.2 **Privacy and the UK General Data Protection Regulation (GDPR):** TfL is under a legal duty to protect personal data and to ensure compliance with the UK GDPR and associated data protection legislation, including the Data Protection Act 2018. A range of robust policies, processes and technical measures are in place to control and safeguard access to, the use of, personal information associated with all RUC schemes.

8 Financial Implications

- 8.1 Financial Authority is currently provided through the two-year Budget for 2022/23 and 2023/24, approved by the Board in March 2022.
- 8.2 The sums for which Programme and Project Authority is being sought are set out below. The additional request forecast across 2022/23 to 2026/27 reflects the full contract value required to secure specialist external resource for BOPs in-house and Future RUC via a framework approach. Both projects will continue to be included in the AQE annual submission to the Committee, the next one planned for March 2023.

Activity Areas	Current Financial Authority to 22/23	Current P&PA Authority	Additional Proposed P&PA Authority	Authority Request (£m)						
	£m	£m	£m	Previous Years 2017/18 to 2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total Authority Requested
Road User Charging (Submission noted at 20 July meeting)	310	346	53.7	275	124	0.3	-	-	-	399.7
Road User Charging (Additional request August 2022)	-	-	123.5	-	8.7	35.6	41.7	32.7	4.8	123.5
Total Road User Charging	310	346	177.2	275	124	35.9	41.7	32.7	4.8	523.2

Table 2: RUC Authority Request

9 Assurance

- 9.1 An Integrated Assurance Review (IAR) on the proposed London-wide ULEZ project was carried out in May and June 2022 by the TfL Assurance Team and the Independent Investment Programme Advisory Group. One critical issue was identified due to the continued uncertainty of full funding for the proposed London-wide ULEZ project. Other recommendations focus on ensuring that, despite the pressing time scales for implementation, the business case and supporting project documentation is robust for the design of the proposed expansion. All these recommendations were accepted by the project team.
- 9.2 The Integrated Assurance Plan was updated in July 2022 and sets out the proposed reviews for projects within the wider AQE Programme for the next 12 months.

List of appendices to this report:

Exempt Supplementary Appendix

List of Background Papers:

Programme and Investment Committee 2 March and 20 July 2022

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Issued: 4 October 2022

Title: Active Travel and Bus Priority Programmes

This paper will be published with the papers for the next meeting of the Programmes and Investment Committee.

1 Summary

Table 1: Healthy Streets Authorities Requested (all figures in £m outturn values)					
Latest EFC* (Gross)	Previous EFC*		**Financial Authority	Programme and Project Authority	Procurement Authority
567	356	Existing	315.6	315.6	NA
		Requested	215.0	215.0	NA
		Total	530.6	530.6	-
		Future Submissions	36.0	36.0	NA

Approval is sought for additional unbudgeted Financial Authority and Programme and Project Authority of £215m which covers delivery to the end of 2023-24 for most of the programme. Further authority will be sought for the remaining funding allocated in the funding agreement in due course.

*The estimated final cost (EFC) covers financial years 2020-21 to 2024-25.

** Financial Authority covers financial years 2020-21 to 2023-24 only. A future submission to the Committee will request funding for 2024-25. Once the TfL Business Plan is approved, this will become the new source of Financial Authority. Provision will need to be made within the Business Plan for the amounts set out in this paper.

Table 2: Other Active Travel Authorities Requested (all figures in £m outturn values)					
Latest EFC* (Gross)	Previous EFC**		Financial Authority	Programme and Project Authority	Procurement Authority
82.5	57.5	Existing	40.5	40.4	NA
		Requested	24.8	25.0	NA
		Total	65.4	65.4	-
		Future Submissions	17.2	17.2	NA

Approval is sought for additional unbudgeted Financial Authority of £24.8m and Programme and Project Authority of £25m which covers delivery to the end of 2023-24.

The authority request includes **specific** Active Travel and Local Implementation Plan (LIP) projects that fall within other portfolios: see **section 9** for a breakdown by portfolio.

- Bridges and Road renewals (Surface Assets portfolio)
- E- Bikes and E-Scooter trial (Technology and Data portfolio)
- Cycle Training and Customer Marketing (Professional Services portfolio)
- Direct Vision Standards, Go Ultra Low City schemes and Mayor's Air Quality Fund (Air Quality portfolio)

- 1.1 The purpose of this paper is to request additional authorities for continuation of the Healthy Streets programme (the Programme) in the remaining periods of 2022/23 and 2023/24, following confirmation of ring-fenced funding for Active Travel and LIPs in the August 2022 Government funding agreement.
- 1.2 The use of Chair's Action is considered appropriate as additional Programme and Project Authority is needed to enable delivery to commence in the current financial year in line with the funding and parameters set out in the Government agreement which was confirmed on 30 August 2022.
- 1.3 The members of the Committee are asked to consider the proposal and provide Ben Story, as Chair, with their views on or before noon on Thursday 6 October 2022. The contents of this paper and the exercise of Chair's Action will be reported to the next meeting of the Committee.

2 Recommendations

- 2.1 **The Chair, following consultation with the available members of the Committee, is asked to note the paper and:**
 - (a) approve additional unbudgeted Financial Authority and Programme and Project Authority of £215m to support delivery of the Healthy Streets Programme, bringing the total Healthy Streets Programme and Project Authority to £530.6m;**
 - (b) approve additional unbudgeted Financial Authority of £24.8m and Programme and Project Authority of £25m to support delivery of Other Active Travel as described in this paper, including Borough Cycle Training, Customer Marketing and Communications, Asset Renewals, Direct Vision Standard Phase 2, e-bikes and e-scooter trial; and**
 - (c) note that provision will need to be made in the next Business Plan for the sums set out above.**

3 Background

- 3.1 The Committee approved £10.4m of Programme and Project Authority on 25 March 2022 for the continued delivery of the Programme, following the 25 February 2022 funding agreement with Government. This funding agreement included a requirement for the Programme to set aside £50m for Active Travel projects by 24 June 2022.
- 3.2 Using this funding, the Programme has continued to progress projects that incentivise Londoners to use cars less and walk, cycle and use public transport more. Given the short duration of this funding, delivery has involved some commitment constrained construction on live cycling, bus priority and safety projects, as well as ongoing design of a number of future active travel projects across both TfL and borough roads in anticipation of future longer-term funding.

- 3.3 The new funding agreement with Government of 30 August 2022 includes in paragraph 20 a requirement for the Programme to continue delivery of TfL's active travel programme. The requirement is defined as: "On average, £80m each year of [the overall capital envelope] will be ringfenced over the period of this settlement for active travel". This paper sets out how £145m of the allocation has been prioritised for spend by March 2024 (see table 1 in the appendix). A further paper will be brought forward to seek approval on the remaining £15m in due course. In paragraph 12, the letter also states: "we expect, as a minimum, that Local Implementation Plan (LIP) funding each year is aligned with funding provided in 2021/22". In 2021/22 this was £69m – therefore, this paper sets out proposals to allocate £69m per year to London boroughs in 2022/23 and 2023/24 (£138m total).
- 3.4 Lastly, the letter requires TfL to deliver 25km of new bus lanes by 2024/2025 (as well as at least five bus-focused corridor studies by July 2023) – a greater level of ambition than set out in TfL's Bus Action Plan.
- 3.5 The programme to March 2024 will be a continuation of previously committed projects (within the financial allocations to date), as well as new commitments. The Programme will continue delivery of the Mayor's Transport Strategy (MTS), aligning with the objectives and outcomes set out in the Vision Zero Action Plan Progress Report, the new Bus Action Plan and the Walking and Cycling Action Plans.

4 Healthy Streets: our programme and funding context

- 4.1 The Healthy Streets approach is a system of projects and strategies to incentivise Londoners to use cars less and walk, cycle and use public transport more. The Programme plays a central role in the delivery of the MTS; firstly for 80 per cent of journeys to be walked, cycled or on public transport by 2040; secondly for all Londoners to get 20 minutes of active travel per day by 2041; and thirdly to eradicate deaths and serious injuries from our roads by 2041. These policy objectives are as relevant as ever in a post-pandemic London where, for example, cycling levels are over 20 per cent higher than in 2019 – and where mental and physical health inequalities have been exacerbated by the pandemic. The Programme, as set out in this paper and as described to the Committee at its meeting on 25 March 2022, will directly address the need for safer facilities for vulnerable road users, improved bus speeds and to support London's growth and ongoing recovery from the pandemic.
- 4.2 With longer-term funding, we now seek to regain momentum on the Programme, moving forward a prioritised list of projects to design and delivery throughout 2022/23 and 2023/24 – noting that resource and supply-chain constraints will necessarily require a period of steady remobilisation. Our prioritisation approach has safety at its core, with live commitments, deliverability, value for money and alignment with the MTS contributing to our assessment. Additional information on the approach is set out in paragraphs 4.3 and 4.4 below. A work bank of potential further schemes that could be accelerated is proposed to ensure delivery against budget, enabling us to bring alternative projects forward from the prioritised list if risks and issues impact the planned programme.
- 4.3 To support the development of an evidence-based programme targeted at areas of greatest strategic need, a bespoke, data-led Healthy Streets prioritisation

methodology was developed. This takes into account potential safety benefits, bus performance, and the potential for mode shift – along with wider objectives including decarbonisation, inclusion, and growth. This data-led methodology has provided a clear, evidence-based picture of the strategic benefits that each scheme could deliver. When considered alongside deliverability and stakeholder views, the resulting proposed programme ensures schemes are in locations with high strategic need, with a strong, data-led case for investment against the outcomes of the MTS (as well as the Department for Transport’s (DfT’s) expectations relating to Active Travel).

- 4.4 The Programme also includes the next phase of the Direct Vision Standard (DVS) programme, which aims to develop these standards to further improve visibility for HGV drivers – thereby creating safer streets (in line with the Vision Zero approach) and reducing collisions between HGVs and vulnerable road users.

5 Summary of Healthy Streets investment in 2022/23 against plan

- 5.1 Delivery has taken place across the Programme in line with the commitments made in the paper submitted to the Committee in March 2022. A summary of key highlights achieved against our original plan and budget is included in Appendix A. The images below bring to life the benefit to Londoners.



Image 1: Cycleway 9, King Street, London Borough of Hammersmith and Fulham

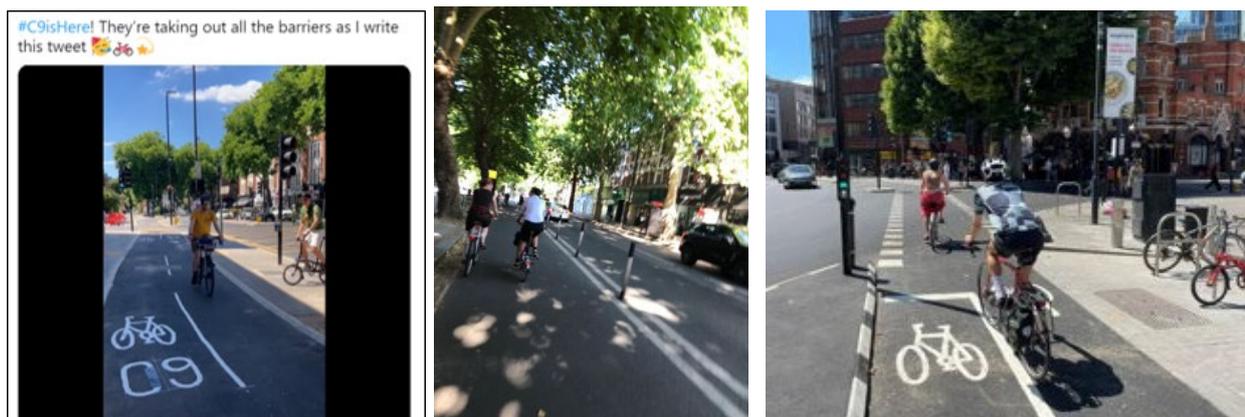


Image 2: Cycleway 9, Chiswick High Road, London Borough of Hounslow



Image 3: Cycleway 9, Hammersmith Gyratory, London Borough of Hammersmith and Fulham



Image 4: Cycleway 4, Creek Road, Royal Borough of Greenwich



Image 5: Cycleway 23, Millfields Park, London Borough of Hackney



Image 6: Bus lane extensions on Edgware Road, Kennington Road and New Kent Road

6 Planned Healthy Streets investment as part of this submission

- 6.1 The next phase of TfL’s Healthy Streets programme continues to support a green recovery from the pandemic, and create opportunities for safe, active and sustainable travel on London’s streets. Vision Zero policies and objectives remain a core driver for the future programme, to continue efforts to reduce road danger for vulnerable road users across both the TfL and borough road networks.
- 6.2 In a financially constrained climate, it is critical that we continue to drive value for money – maximising efficiency for our highest priority projects that deliver against the TfL Long Term Capital Plan and contribute to the MTS. The paper submitted to the Committee in March 2022 set out how we have and will continue to do this, including: consideration of alignment to strategic outcomes (as part of a pan-TfL capital projects assessment), deliverability (including affordability), return on investment (including Benefit to Cost Ratio), stakeholder support, consultation outcomes, and contribution to TfL’s Walking, Cycling, Vision Zero and Bus Action Plans.
- 6.3 If the authorities sought in this paper are granted, we propose to deliver progress in the following areas:

Table 3: summary of proposals as part of this funding submission	
Delivery scope:	Target
<p>Safer Streets:</p> <ul style="list-style-type: none"> • Complete design and introduce a new 20mph speed limit on 115km of Transport for London Road Network (TLRN) by March 2024 • Start detailed design for three-six schemes, to improve vulnerable road user safety • Start construction of the Holloway Road/Drayton Park Safer Junction • Commence construction of Safer Junction at York Road roundabout • Construct improvements at five locations to improve the safety of vulnerable road users • Complete consultation for further improvements to Battersea Bridge/Cheyne Walk Safer Junction • Complete engagement for safety improvements at King’s Cross gyratory and start construction in 2024 on one section • Complete detailed design at Lambeth Bridge and concept design of Angel Safer Junction • Start construction of pedestrian and cycling improvements at Streatham High Road and Manor Circus 	<p>March 2024</p> <p>March 2023</p> <p>December 2023</p> <p>March 2023</p> <p>March 2024</p> <p>March 2023</p> <p>April 2023</p> <p>March 2024</p> <p>March 2024</p>
<p>Cycling:</p> <ul style="list-style-type: none"> • Complete construction of 0.4km of cycleways currently on site • Continue design and commence construction of up to 14km of cycleways, including sections of C9 East, C23, C34, C37 and C50 	<p>October 2022</p> <p>March 2024</p>

Table 3: summary of proposals as part of this funding submission	
Delivery scope:	Target
<ul style="list-style-type: none"> Continue design of 16km of cycleways, including sections of C9 West, C4 Extension, C50 and CFR23 Implement signage on 15 remaining wayfinding-led Cycleway routes, these include C48 between Herne Hill and Brixton and C16 between Wanstead Flats and Victoria Park. Provide a further £9.8m in 2022/23 and £11m in 2023/24 to the boroughs as part of the Cycle Network Development programme to support them to continue and initiate design and build schemes. Design includes, but not limited to; Westminster Bridge Road, C51 Marylebone to Kilburn and Strawberry Vale to Twickenham Construction includes, but not limited to; C1 missing link in Enfield, Kew Road to Lion Gate and upgrades to C1 in Hackney. 	<p>March 2024</p> <p>March 2023</p> <p>March 2023 and March 2024</p>
<p>Bus speeds:</p> <ul style="list-style-type: none"> Construction complete on 10km of new bus lanes across London Completion of 150 Bus Kit Moves, relocating Bus Priority signal infrastructure to sites where it can be used more effectively 700 traffic signal timing reviews to enable faster bus progression at junctions Provide £12.8m to the London boroughs as part of the LIP Bus Priority Programme to deliver bus journey time improvements and 5km of new bus lane, contributing to the 25km of new bus lane by March 2025 target. 	<p>March 2024</p> <p>March 2024</p> <p>March 2024</p> <p>March 2024</p>
<p>Future of temporary London Streetspace Programme (LSP) schemes:</p> <ul style="list-style-type: none"> Five TfL schemes remain in place under Temporary Traffic Orders. We will conclude decision making and either implement changes and progress them under an experimental or permanent traffic order or remove the schemes. This includes decision making on the Park Lane scheme. Six schemes are on street under an Experimental Traffic Order; monitoring and engagement activity will continue. We will consider the future of these schemes, in terms of retaining them permanently or removing them, at the appropriate point in the experimental period. 	<p>Continues to Sept 2023</p> <p>Continues to March 2024</p>
<p>Continue supporting London's long-term growth and progress design work at:</p> <ul style="list-style-type: none"> Nine Elms sustainable transport corridor (third party funded) Complete detailed design for Nine Elms East Tolworth roundabout – construction start Vauxhall gyratory, Catford Town Centre and Wandsworth Town Centre major schemes – progress to next stage gate 	<p>March 2023</p> <p>March 2023</p> <p>March 2024</p>

Table 3: summary of proposals as part of this funding submission	
Delivery scope:	Target
<ul style="list-style-type: none"> Parliament Square Streetscape Project (TfL to contribute to the concept design stage, led by Westminster City Council). 	Ongoing
<p>Borough funding:</p> <ul style="list-style-type: none"> Provide LIP funding for boroughs to convert temporary LSP schemes to permanent (subject to consultation where appropriate, and borough decision making), securing the benefits for active travel and health. Complete the rollout of new Low Traffic Neighbourhoods (LTN) and School Streets schemes funded via the Active Travel Fund. Formula-led LIP funding for boroughs, to enable them to continue scheme design and delivery across more than 150 high priority schemes on borough roads. Support Camden to continue the design of both interim works at Holborn gyratory, and the development of a Feasibility report (Gate 2) for the wider Holborn Liveable Neighbourhood project. Restart Liveable Neighbourhood schemes in Ealing, Enfield, Greenwich and Waltham Forest. All are at differing stages of development; however the expectation is to make significant progress towards completion: <ul style="list-style-type: none"> Coppermill Village (Walthamstow) – complete scheme and commence benefit monitoring Holborn Gyratory (Camden) and Enfield Town Centre (Enfield) – complete Detailed Design West Ealing (Ealing) – complete consultation and Concept Design Greenwich Town Centre (Greenwich) – complete consultation Complete the delivery of Crossrail Complementary Measures (CCM) at West Drayton, Ealing Broadway, West Ealing, Southall and Acton Mainline. Funding for greater levels of cycle safety training. Restarting the cycle parking programme on borough roads. 	<p>All new LTNs and School Streets schemes to be complete by December 2022</p> <p>Holborn Feasibility report: May 2023. Construction of the interim project will complete in summer 2023. All milestones to be reached by March 2024</p> <p>CCM on track to complete by March 2023</p>
<p>High Speed 2:</p> <ul style="list-style-type: none"> Support the delivery of HS2 while managing the impacts and risk posed by HS2 (as a third-party programme) to ensure our interests are protected. 	Ongoing support
<p>GLA Green Infrastructure Fund</p> <ul style="list-style-type: none"> This programme forms part of a wider Green, Healthy and Resilient Infrastructure programme led by the Greater London Authority, which will support the delivery of the Green New Deal Mission to <i>“tackle the climate and ecological emergencies and improve air quality by doubling the size of London’s green economy by 2030 to accelerate job creation for all”</i>. On 15 July 2022 £3m was awarded to 11 boroughs covering 18 projects. It is anticipated that the majority of funds will be allocated by end of March 2023. The remaining £1m funding will be used to promote measures on the TLRN including water gardens at the Joe 	The majority of TLRN delivery is planned for the first half of 2023/24.

Table 3: summary of proposals as part of this funding submission	
Delivery scope:	Target
Strummer underpass on Edgware Road, and green infrastructure at Manor Circus in Richmond.	
Direct Vision Standard Phase 2 <ul style="list-style-type: none"> Undertake consultation with freight industry on proposed Progressive Safe System (PSS) that non-compliant HGVs would need to retrofit in order to obtain a Safety Permit from TfL and operate in London. Enhancement or potential re-build of Permit Application System in-house by T&D to facilitate DVS Phase 2 implementation. Integration with the Road User Charging programme being explored, with potential review of October 2024 delivery date. 	<p>Consultation with freight industry in 2023</p> <p>Increased minimum star rating to 3* for HGVs over 12 tonnes from October 2024</p>

7 Key challenges, opportunities and lessons learnt

- 7.1 The key challenges set out in the paper to the Committee in March 2022 remain to some extent – albeit greater clarity on future funding to March 2024 has enabled both TfL and the boroughs to plan-ahead more effectively and rebuild momentum across the Programme. However – as for other programmes – a risk remains that TfL’s financial position beyond March 2024 means it is unable to accommodate future commitments to active travel projects on TfL and borough roads.
- 7.2 The phasing of high cost/high benefit Healthy Streets projects such as Lambeth Bridge, Holborn and Vauxhall will require careful planning to ensure they are affordable within the constraints of future business plans, without crowding out funding for other beneficial borough and TfL projects and programmes. Decisions to commit to these higher cost contracts will be assured and governed through TfL’s portfolio management processes at the appropriate time in any given project’s lifecycle, to ensure ongoing affordability.
- 7.3 The Business Plan funding for enhancements such as Healthy Streets is known to be constrained from April 2024. There are a small number of schemes set out in this proposed delivery plan where construction or detailed design starts in the latter part of 2023 and runs into FY 2024/25. At the stage when we need to commit to contracts where costs will extend beyond March 2024, we will consider this in alignment with affordability within the Business Plan, seeking approval to drawdown Committee approved Programme and Project Authority from TfL’s Investment Group on a scheme-by-scheme basis.
- 7.4 With longer-term funding we have reinstated a work bank management approach to ensure we are able to spend our full budget for 2022/23. Within this Programme external factors such as unresolvable stakeholder objections, supply-chain constraints or delays in granting work permits due to operational considerations can impede delivery of Healthy Streets outcomes – a work bank approach will help mitigate this and ensure that a range of outcomes, commensurate with the annual budget, are still achieved.

- 7.5 In relation to the Old Street scheme, the project team had found opportunities to offset a proportion of the £4m cost pressure known about in the spring of this year. However, the contractor has recently flagged further cost increases and programme elongation. The project team are working through the detail of this and will provide an update on the status of the project as part of the exempt discussions at the meeting of the Committee on 19 October 2022.
- 7.6 We will use the Surface Transport Infrastructure Contract to deliver much of the detailed design and construction within the future programme. Through the lean work period associated with the funding restrictions, our contractors have not necessarily maintained a workforce both in the design office and on site that would be able to pick up the increased workload immediately. The contractors will require a period of mobilisation to put sufficient resource in the correct places to deliver all the work that is instructed. There is a risk that this mobilisation period may impact what can be delivered in the first year. Whilst mobilisation has been programmed pessimistically, there are factors – such as staff resource availability and material supply chains – which carry a higher element of unpredictability.

8 Equality Implications

- 8.1 Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities must have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 In delivering schemes, TfL will comply with the Public Sector Equality Duty and Equality Impact Assessments will be undertaken and taken meaningfully into account for Healthy Streets-delivered schemes as appropriate. In addition, TfL will comply with Section 17 of the Crime and Disorder Act 1998 and will consider how to reduce the risk of crime, including acts of terrorism, in their plans, projects and activities.
- 8.3 Where funding is allocated to boroughs for delivery, published guidance sets out requirements for projects, including highlighting boroughs' own duty to comply with the Equality Act 2010 and Section 17 of the Crime and Disorder Act 1998. These statutory responsibilities rest with the boroughs on their projects, but TfL continues to work with boroughs to share updated best practice and guidance where applicable.

9 Financial Implications

- 9.1 The paper requests additional unbudgeted Financial Authority and Programme and Project Authority for financial years 2022/23 and 2023/24. As shown in Table 4

below, total forecast expenditure is £145.9m in 2022/23 and £168.6m in 2023/24 (£314.5m in total) for Healthy Streets and other Active Travel.

- 9.2 Of the total forecast expenditure £268.2m is delivered under the Healthy Streets programme and a further £31.2m through Other Active travel. A further £15.1m of future commitments will be submitted to the committee for approval (£314.5m).

Table 4 – Breakdown of authority requested by programmes for 2022/23 and 2023/24

Portfolio/Programme	A Current PIC Authority	B Authority Requested 2022/23	C Total Forecast 2022/23	D Authority requested 2023/24	C + D Forecast 2022-23 to and 2023-24	B + D Total Authority requested
Cycling Programme	9.7	15.4	25.1	44.7	69.8	60.1
Networks Programme, including Vision Zero projects	10.2	57.2	67.5	91.1	158.6	148.4
Transformational highway schemes	29.4	2.9	32.3	19.3	51.5	22.2
London Streetspace Programme – TfL-led	3.8	5.0	8.8	3.9	12.7	8.9
Pipeline development	0.0	0.2	0.2	1.0	1.2	1.2
Euston HS2 costs	0.1	0.3	0.4	0.7	1.1	1.0
Workbank Management	(0.0)	(13.2)	(13.2)	(18.1)	(31.2)	(31.2)
Healthy Streets sub-total	53.2	67.8	121.0	142.6	263.6	210.4
Green Infrastructure Fund	-	3.2	3.2	0.8	4.0	4.0
ATF Tranche 2	(0.0)	0.6	0.6	-	0.6	0.6
Healthy Streets total (see table 5 below)	53.2	71.6	124.8	143.4	268.2	215.0
Asset Renewals	0.9	3.7	4.6	4.6	9.2	8.3
Marketing and Cycle Training	1.4	2.7	4.1	4.9	9.0	7.6
e-Bikes and e-Scooter trial	2.7	0.2	2.9	1.8	4.7	2.0
Direct Vision Standard, GULCs and MAQF	1.2	0.7	1.9	6.3	8.2	7.0
Other Active Travel (see table 6 below)	6.2	7.3	13.6	17.6	31.2	25.0
Total	59.4	78.9	138.4	161.0	299.4	239.9
Future Active Travel requests*	-	7.6	7.6	7.6	15.1	15.1
Grand Total	59.4	86.5	145.9	168.6	314.5	255.1

Note: See table 1 in the appendix for a breakdown by funding condition

- 9.3 The forecast expenditure reflects delivery plans in line with the latest funding settlement. This includes the delivery of TfL and borough-led active travel and bus priority projects, as well as other borough funding such as Asset Renewals and cycle training. Table 1, in Appendix B, additionally breaks down the forecast expenditure by themes, and demonstrates how the allocation links to the DfT funding agreement (i.e. for the period of 2022/23 and 2023/24, £80m per annum on average for TfL-led schemes, and £69m per annum for Borough funding).
- 9.4 The paper seeks additional unbudgeted Financial and Programme and Project Authority of £215m (Table 5 below) to deliver the Healthy Streets programme and an additional £25m for Other Active Travel (Table 6).

Table 5 - Authority requested for the Healthy Streets portfolio

£m Healthy Streets	Description	20/21	21/22	22/23	23/24	Total	2022/23 and 2023/24
Financial Authority	Current Authority	153.9	108.5	53.2	0.0	315.6	53.2
	This request			71.6	143.4	215.0	215.0
	Financial Authority	153.9	108.5	124.8	143.4	530.6	268.2
Programme & Project Authority	Current Authority	153.9	108.5	53.2	0.0	315.6	53.2
	This request			71.6	143.4	215.0	215.0
	Programme and Project Authority	153.9	108.5	124.8	143.4	530.6	268.2

Table 6 – Authority requested for Other Active Travel (see also Appendix B, Table 9 for a further breakdown)

£m Other	Description	20/21	21/22	22/23	23/24	Total	2022/23 and 2023/24
Financial Authority	Current Authority	15.0	19.2	5.1	1.3	40.5	6.4
	This request	-	-	8.5	16.4	24.8	24.8
	Financial Authority	15.0	19.2	13.6	17.6	65.4	31.2
Programme & Project Authority	Current Authority	15.0	19.2	6.2	-	40.4	6.2
	This request	-	0.0	7.3	17.6	25.0	25.0
	Programme and Project Authority	15.0	19.2	13.6	17.6	65.4	31.2

9.5 Procurement Authority for contracts to deliver the Programme will be sought at officer level in line with Standing Orders.

10 Assurance

- 10.1 Due to the time constraints created by the funding settlement, a full assurance review was not possible within the timescale for submitting this Chair's Action proposal. A briefing was given by the Healthy Streets Programme leadership team to IIPAG and the TfL Project Assurance team on this paper. This included a discussion on delivery performance from the last year, impact of inflation, risks to the projects and the need to fully consider project deliverability when deciding work bank prioritisation.
- 10.2 A cost pressure has been identified on the Old Street project since the last assurance review in June 2022 which, if realised, would increase the previously reported EFC.
- 10.3 Project Assurance will undertake targeted assurance reviews of the key projects within the subprogramme over the next 12 months, including closely monitoring the Old Street cost pressure.

List of appendices to this report:

Appendix 1: Progress since March 2022

Appendix 2: Additional Financial Information

List of background papers:

Healthy Streets Programme Continuation, Programmes and Investment Committee, 25 March 2022

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Appendix 1 – Progress since March 2022

Summary of key achievements since March 2022

What we said we would deliver:	Target	Progress
<p>Safer Streets:</p> <ul style="list-style-type: none"> Continue, but not complete, design for 114km of TLRN speed limit reductions Start detailed design for 4 schemes to improve vulnerable road user safety Complete detailed design for the Holloway Road/Drayton Park Safer Junction Complete feasibility design for further improvements to Battersea Bridge/Cheyne Walk Safer Junction Continue design work at Lambeth Bridge and Angel transformational safety schemes (including two Safer Junctions) 	<p>July 2022</p> <p>July 2022</p> <p>October 2022</p> <p>June 2022</p> <p>Detailed Design start for Lambeth Bridge Nov 2022</p> <p>Angel single option selection – autumn 2022</p>	<p>Complete. All remaining projects have commenced concept design. 30km of 20mph projects for delivery by the end of 2022/23 are in detailed design.</p> <p>Partially complete. 3 schemes commenced detailed design, two completed. One commencing October 2022.</p> <p>Final submission delayed until December due to contractor issues. Draft detailed design has been submitted.</p> <p>Completed</p> <p>Concept Design completed for Lambeth Bridge and now undergoing an assurance review. Detailed Design slightly delayed, due to start from January 2023.</p> <p>Angel single option selection slightly delayed, expected to be early 2023</p>
<p>Cycling:</p> <ul style="list-style-type: none"> Continue construction of 4.5km of cycleways Commence construction of 0.75km of cycleways Continue design for 12.1km of cycleways Provide £1.3m to boroughs as part of the Cycleway Network Development Programme to continue design for 20 Cycleway routes and implement signage on 5 routes (the remaining 15 routes would be progressed post June 2022). Designs include, but not limited to; Rotherhithe to 	<p>July 2022</p> <p>July 2022</p> <p>July 2022</p> <p>July 2022</p>	<p>Complete, including delivering Mansell Street (C2 to C3), C4 Creek Road, C4 Evelyn Street, C9 East Hammersmith Gyratory, C9 East Chiswick High Road upgrade to permanent scheme (Goldhawk Road to Chiswick Lane) and C23 Millfields Park.</p> <p>Delayed to October 2022 due to material lead times (C9 East Chiswick High Road - upgrade to trial scheme, Chiswick Lane to Heathfield Terrace)</p> <p>Complete, including sections of C4 Extension, C9 East, C9 West, C23, CFR23, C34, C37 and C50</p> <p>Scheme design: on track – designs for all routes progressing and will be delivered by the end of the FY as planned</p>

<p>Peckham, Aldgate to Blackfriars and Brockwell Park to Gypsy Hill.</p> <ul style="list-style-type: none"> Signed only routes include but not limited to: C47 Herne Hill to Clapham, C1 Enfield to Tottenham and C17 Dulwich Village to East Dulwich. Signed only routes include but not limited to: C47 Herne Hill to Clapham, C1 Enfield to Tottenham and C17 Dulwich Village to East Dulwich. 		<p>Wayfinding: on track – designs for all signage only routes have been produced and handed to boroughs for delivery. Three routes have been fully delivered with the remaining routes having signs manufactured at present, with all being delivered autumn 2022.</p>
<p>Bus speeds:</p> <ul style="list-style-type: none"> Design of 5km of new and improved bus lanes across London Completion of ten low-cost, high-impact traffic signal improvements Permanent signage installed for 85km of recently made 24/7 TLRN bus lanes Enabling works for the electrification of Route 49 in Kensington and Chelsea with a junction configuration change 50 traffic signal timing reviews to enable faster bus progression at junctions Delivery of the 5 second minimum green trial 	<p>March 2023</p> <p>June 2022</p> <p>June 2022</p> <p>April 2022</p> <p>June 2022</p> <p>June 2022</p>	<p>On track, 1.9km delivered on site as well (e.g. New Kent Road, Lower Kilburn High Road, Moor Lane, Bexley Road, Kennington Road, West End Gate)</p> <p>Complete, eight in LB Sutton, one in LB Newham, one in LB Barking and Dagenham</p> <p>Complete</p> <p>Complete</p> <p>Complete. The hours saved to bus customers in this period is 1,205hours</p> <p>Complete . Six locations will have their minimum traffic green time reduced to 5 seconds, where flows are low.</p>
<p>Future of TfL temporary LSP schemes:</p> <ul style="list-style-type: none"> Eight schemes are in place under Temporary Traffic Orders. We will conclude decision making and either implement changes and progress them under an experimental or permanent traffic order, or remove the schemes. Six schemes are on street under an Experimental Traffic Order (ETO); monitoring and engagement activity will continue. 	<p>Throughout the new funding period</p> <p>Up to Sept 2023</p>	<p>The eastbound temporary cycle lane on Euston Road was removed in August, returning the carriageway largely to the pre-pandemic layout. Two schemes have transitioned from temporary to experimental, including the A21 Lewisham to Catford</p> <p>We will conclude the work to consider the future of the five remaining temporary schemes</p> <p>Decisions have been made to retain three experimental schemes with permanent traffic orders, at Cycleway 8 between Chelsea Bridge and Wandsworth, CS7 Oval to Elephant and Castle, and Tooley Street. We implemented a new ETO scheme on Mansell Street in April 2022, and five further schemes will remain on street as ETOs, where monitoring will continue.</p>

<p>Continue supporting London's long-term growth and progress design work:</p> <ul style="list-style-type: none"> • Nine Elms sustainable transport corridor • Tolworth roundabout – detailed design of this third-party scheme • Vauxhall gyratory, Catford Town Centre and Wandsworth Town Centre • Parliament Square Streetscape Project (PSSP) 	<p>Throughout the new funding period</p>	<ul style="list-style-type: none"> • Tolworth and Nine Elms are progressing well. Detailed design, land acquisition and external funding on both schemes are on track. We plan to publish the consultation report for the Nine Elms western section in October • Vauxhall, Wandsworth and Catford projects all on track with the latter preparing to submit the Strategic Outline Business Case to DfT in November 2022 to gain MRN programme entry • Partnership working for PSSP is ongoing with external funding secured to progress the project into the next stage of design. Delivering against the Mayor's commitment to continue to support change at this location.
<p>Old Street roundabout project:</p> <ul style="list-style-type: none"> • Construction will continue, with installation of a pre-cast concrete supporting structure for the new main station entrance. 	<p>Throughout 2022/23</p>	<p>Main Station Entrance supporting structure complete, and stairs were open for public use in late July.</p>
<p>Borough funding:</p> <ul style="list-style-type: none"> • Provide funding for boroughs to convert temporary LSP schemes to permanent (subject to due process), securing the benefits for active travel and health. £10k per scheme, £0.5m total. • Funding to continue scheme design and delivery, from a list of over 150 high priority schemes that have been reviewed and approved by TfL based on borough submissions. Most of these schemes started design during P1-3 with construction anticipated in 2022/23 and 2023/24; however, some are 'shovel ready' and will receive full construction funding. • Support Camden to continue design of both interim works at Holborn gyratory, and the development of a Gate 2 report for the wider Holborn Liveable Neighbourhood project (£500k and £190k respectively). 	<p>It is proposed that all borough funding be committed by March 2023, and claimed by August 2023.</p>	<p>The Active Travel Oversight Group (ATOG) approved funding for P1-P3 which was allocated to the London boroughs in early April 2022. Boroughs are now awaiting confirmation of additional funding allocations for P4-P13 before they can confirm their programmes of delivery.</p> <p>Lower Road in Southwark (C4) is due to start on site imminently.</p> <p>Designs have been progressed for 10 wayfinding only Cycleways, of which 2 route have had signage implemented, with the remaining to follow by late summer.</p> <p>Boroughs continue to progress design for over 10 new Cycleways. Once funding is secured these will move into delivery.</p>
<p>High Speed 2:</p> <ul style="list-style-type: none"> • Support the delivery of HS2 whilst managing the impacts and risk posed by HS2 (as a 	<p>Ongoing</p>	<p>Ongoing</p>

<p>third-party programme) to ensure our interests are protected.</p>		
<p>Green Infrastructure Fund (GLA-funded £4m)</p> <ul style="list-style-type: none"> This programme forms part of a wider Green, Healthy and Resilient Infrastructure programme led by the GLA which will support the delivery of the Green New Deal Mission to <i>“tackle the climate and ecological emergencies and improve air quality by doubling the size of London’s green economy by 2030 to accelerate job creation for all”</i>. The programme will deliver a mix of borough and TfL-led highway schemes, with a pan London geographic spread. The key focus is on Green Infrastructure elements that might not otherwise be able to be delivered in existing schemes, with several exemplar schemes to demonstrate what can be achieved. 	<p>£3m has been allocated to borough projects, and £1m to TLRN projects.</p> <p>Confirm borough allocations, from the £3m, by May 2022 following borough submissions of interest.</p>	<p>Funding allocations to the boroughs were confirmed in mid-July with a press release made in the first week of August Funding was allocated to 11 boroughs for a total of 18 schemes.</p> <p>It is anticipated that most spend will be delivered by March 2023 but up to one third will be delivered up to the autumn of 2023</p> <p>Sustainable Urban Drainage Systems have been installed as part of one of the awards for Bowes Low Traffic neighbourhood in Enfield</p>

Appendix 2 – Additional Financial Information

1.1 The figures in Table 1 below may be different to Table 4 in paragraph 9.2 of the paper to which this is appended because borough funding has been separated out from each TfL-led programme (e.g. Cycling). The purpose of this is to demonstrate how the funding conditions¹ in paragraph 3.3 of the paper to which this is appended have been broken down.

Table 1 – Breakdown by funding condition 2022/23 and 2023/24

Theme	Forecast 2022-23	Forecast 2023-24	Total
Cycling infrastructure	14.9	35.9	50.9
Vision Zero projects	7.5	19.9	27.3
Walking/multi-modal projects	15.1	21.8	36.9
Transformational highway schemes	29.9	15.0	44.9
E- Bikes	1.8	-	1.8
E- Scooters	1.2	1.8	3.0
CCT	1.4	2.2	3.6
Direct Vision Standard	1.5	6.0	7.5
Other Active Travel	(0.3)	0.5	0.3
Workbank Management	(13.2)	(18.1)	(31.2)
Active Travel within TfL-led £160m*	59.9	85.0	144.9
Boroughs £69m incl. Borough Bus Priority and Asset Renewals	69.0	69.0	138.0
Bus Priority TLRN (TfL funded)	4.5	5.9	10.4
Green Infrastructure Fund (GLA funded)	3.2	0.8	4.0
Covid Memorial (TfL and 3 rd party funded)	0.9	-	0.9
Other	1.0	0.3	1.3
Total	138.4	161.0	299.4
Future Active Travel requests within TfL-led £160m	7.6	7.6	15.1
Total Authority including future requests	145.9	168.6	314.5

**In line with the funding letter £160m has been forecast to March 2024 (£144.9m PIC authority requested + £15.1m future request)*

¹ Operational funding (sections 11/11g/12 of the funding letter):

The Operating Envelope assumes the following as agreed in previous extraordinary funding settlements and continuation to provide funding to boroughs in line with spend in 2021/22. The Operating Envelope has been calculated considering the points above, but it will be for you and TfL to decide how to manage TfL's operating budget within the envelope agreed. However, we expect, as a minimum, LIP funding each year is aligned with funding provided in 2021/22.

Capital funding (section 20 of the funding letter):

Enhancements – Active Travel: We expect TfL to continue to deliver throughout the Funding Period their active travel programme including funding for the London Boroughs under the LIP process. On average, £80m each year of the amounts in paragraph 15 will be ringfenced over the period of this settlement for active travel, defined as walking and cycling.

Bus Priority (section 21 of the funding letter):

In accordance with its own Bus Action Plan, TfL will deliver at least 25 lane km of new bus lanes by 2024/5. It will, by July 2023, complete holistic and granular studies of at least five major bus corridors to ensure that road space is used more efficiently, including but not limited to parking and loading.

Breakdown of Authority

Theme	Forecast 2022-23	Forecast 2023-24	Total
Current authority for Healthy Streets	53.2		53.2
Authority requested for Healthy Streets (refer to Table 1, Table 4 and Table 5)	71.6	143.4	215.0
Revised Authority – Healthy Streets	124.8	143.4	268.2
Current authority for Other Active Travel	6.2	-	6.2
Authority requested for Other Active Travel (refer Table 2, Table 4 and Table 6)	7.3	17.6	25.0
Revised Authority – Other Active Travel	13.6	17.6	31.2
Future Requests	7.6	7.6	15.1
Total Authority	145.9	168.6	314.5

Table 2 – Other Active Travel authority breakdown (breakdown of Table 6 under section 9.5 of the paper to which this is appended)

Asset portfolio (Bridge and Road Renewals only)

£m	Description	20/21	21/22	22/23	23/24	Total
Financial Authority	Current Authority	4.1	5.2	-	-	9.3
	This request	-	-	4.60	4.60	9.2
	Financial Authority	4.1	5.2	4.6	4.6	18.5
Programme & Project Authority	Current Authority	4.1	5.2	0.9	-	10.2
	This request	-	-	3.7	4.6	8.3
	Programme and Project Authority	4.1	5.2	4.6	4.6	18.5

Professional Services portfolio (Cycle Training and Customer Marketing only)

£m	Description	20/21	21/22	22/23	23/24	Total
Financial Authority	Current Authority	5.6	6.1	0.8	-	12.5
	This request	-	-	3.3	4.9	8.2
	Financial Authority	5.6	6.1	4.1	4.9	20.8
Programme & Project Authority	Current Authority	5.6	6.1	1.4	-	13.1
	This request	-	-	2.7	4.9	7.6
	Programme and Project Authority	5.6	6.1	4.1	4.9	20.8

Technology and Data (e-Bikes and e-Scooter trial only)

£m	Description	20/21	21/22	22/23	23/24	Total
Financial Authority	Current Authority	0.3	3.8	3.0	1.3	8.4
	This request	-	-	-	0.6	0.5
	Financial Authority	0.3	3.8	3.0	1.8	8.9
Programme & Project Authority	Current Authority	0.3	3.8	2.7	-	6.8
	This request	-	-	0.2	1.8	2.0
	Programme and Project Authority	0.3	3.8	3.0	1.8	8.9

Air Quality portfolio (Direct Vision Standards, GULCs and MAQF only)

£m	Description	20/21	21/22	22/23	23/24	Total
Financial Authority	Current Authority	5.0	4.0	1.3	-	10.3
	This request	-	-	0.6	6.3	6.9
	Financial Authority	5.0	4.0	1.9	6.3	17.2
Programme & Project Authority	Current Authority	5.0	4.0	1.2	-	10.3
	This request	-	0.0	0.7	6.3	7.0
	Programme and Project Authority	5.0	4.0	1.9	6.3	17.2

1.2 Please also refer back to Table 6 in paragraph 9.5 of the paper to which this is appended, which shows Total Other Active Travel.

£m Other	Description	20/21	21/22	22/23	23/24	Total	2022/23 and 2023/24
Financial Authority	Current Authority	15.0	19.2	5.1	1.3	40.5	6.4
	This request	-	-	8.5	16.4	24.8	24.8
	Financial Authority	15.0	19.2	13.6	17.6	65.4	31.2
Programme and Project Authority	Current Authority	15.0	19.2	6.2	-	40.4	6.2
	This request	-	0.0	7.3	17.6	25.0	25.0
	Programme and Project Authority	15.0	19.2	13.6	17.6	65.4	31.2

Ends.