

Date: 28 February 2024

Title: Network Development and Third Party Pipeline Programme

This paper will be considered in public

## 1 Summary

Project	Existing Financial Authority	Estimated Final Cost (EFC)	Existing Programme and Project Authority	Additional Authority Requested	Total Authority
Bus Transit between Thamesmead, Woolwich and Abbey Wood	£ 3.9m	£ 23m	£ 0m	£ 1m	£ 1m
DLR to Thamesmead		£ 900m - £ 1.1bn	£ 0m	£ 2.5m	£ 2.5m
Sustainable Housing and Accessibility Fund	£ 128m	£ 74m <sup>1</sup>	£ 0m	£ 9.5m	£ 9.5m

Table 1: Summary of authority requests

**Authority Approval:** The Committee is asked to approve Programme and Project Authority of £1m for the Bus Transit between Thamesmead, Woolwich and Abbey Wood (£1m funding from central Government) and £2.5m for DLR to Thamesmead (of which £1.2m-£1.5m funding is from third parties).

The Committee is also asked to approve £9.5m Programme and Project Authority for step-free access projects from the Sustainable Housing and Accessibility Fund (SHA Fund) and for the funding to be transferred to the Rail and Stations Enhancement (R&SE) Programme<sup>2</sup>.

**Outputs and Schedule:** The Programme and Project Authority being requested here would deliver feasibility and concept designs for the Bus Transit between Thamesmead, Woolwich and Abbey Wood project by March 2025 and an Interim Outline Business Case for the DLR to Thamesmead project by March 2025. The SHA Fund has been established to leverage third party funding, prioritise step-free access and sustainable transport investment. The requested Programme and Project Authority for the SHA Fund will enable the delivery of step-free access at Northolt in 2026, as well as concept designs for capacity upgrades and step-free access at North Acton and West Hampstead by spring 2025.

<sup>1</sup> The EFC is lower than the Existing Financial Authority because the EFC reflects current project allocations. It is expected that the full £128m will be allocated in due course.

<sup>2</sup> The SHA Fund is strategically managed by this Programme and allocated to Programmes at the point at which funding is required.

- 1.1 This paper is the first submission to the Committee on the newly established Network Development and Third Party Pipeline Programme (the Programme). This Programme brings together schemes at early-stage development prior to their allocation to one of the other programmes within the remit of the Committee, or as a standalone major project following single option selection and confirmation of a delivery funding package for implementation. This paper provides an overview of the Programme and summarises the status of projects within it.
- 1.2 This paper also sets out the Programme and Project Authority requests for specific projects to cover planned costs for 2024/25 and 2025/26, where financial commitments will be made beyond the end of 2024/25. Where authorities are only currently being sought for early stages of projects, as described, further full authorities will need to be sought in due course based on the total programme cost. All the projects for which Programme and Project Authority is sought and which would be funded using SHA funds sit within the R&SE Programme and will provide the Committee with further updates and additional authority requests through that programme.

## **2 Recommendation**

### **2.1 The Committee is asked to note the paper and:**

- (a) approve Programme and Project Authority of £3.5m for the Thamesmead and Beckton Riverside programme (including £1m for the Bus Transit between Thamesmead, Woolwich and Abbey Wood to deliver a concept design, and Programme and Project Authority of £2.5m for the DLR to Thamesmead project to develop an Outline Business Case);**
- (b) approve Programme and Project Authority of £9.5m from the Sustainable Housing and Accessibility Fund to deliver step-free access at Northolt station and concept designs for capacity upgrades and step-free access at North Acton and West Hampstead and, in relation to such sum, approve its removal from the Network Development and Third Party Pipeline Programme and an equivalent increase in the Programme and Project Authority of the Rail and Station Enhancements Programme.**

## **3 Background**

- 3.1 The Network Development and Third Party Pipeline Programme was established through the changes to the structure of Programmes within the remit of the Committee in May 2023. This Programme brings together schemes at early-stage development prior to their allocation to one of the other Programmes within the remit of the Committee, or as a standalone major project following single option selection and confirmation of a delivery funding package for implementation. This provides the Committee with greater visibility and scrutiny of these projects early in the project lifecycle.

- 3.2 The projects within this Programme cover a range of scales and meet several criteria, including major projects with a significant estimated final cost (typically over £50m but do differ in scale; strategic in nature (included within the London Plan and Mayor's Transport Strategy (MTS)) or have a range of stakeholders with potentially competing interests or predicted to be complex in delivery; and are new proposals to enhance our network and/or serve wider regeneration or development aspirations and proposals. The Programme also considers some more targeted enhancements with a collective contribution to strategic objectives and outcomes. In all cases, non-TfL funding contributions to develop and deliver the projects would be sought from third parties. This may be from developers, boroughs or central Government.
- 3.3 These projects are likely to involve a programme of public engagement and consultation, the outcomes of which will require full evaluation, and which may lead to design or other changes as part of a considered response to representations received.
- 3.4 The Programme also manages funds such as the SHA Fund, identifies projects that could be eligible for Community Infrastructure Levy funding and oversees larger scale s106 developer planning contributions, as well as the wider Interchange Programme and business cases. It will develop and implement a Third Party Funding Action Plan to manage external funding and bidding opportunities.
- 3.5 Programme review meetings are now established to provide investment planning, performance and long-term strategic direction to the projects within the Programme and lead on securing third party funding across TfL. Each project has its own separate governance, but they are brought together under this Programme to maximise opportunities for implementing lessons learnt, continuing review to ensure that these projects remain the right priorities for London, providing a consistent approach to core stakeholders and a strategic, aligned approach to third party funding bidding opportunities.
- 3.6 The key projects within the Programme are summarised in sections 4 and 5 and Appendix 1 includes a summary of the key deliverables for this financial year.

## **4 Network Extensions**

- 4.1 Network Extensions covers a pipeline of projects that could become major projects if they were to proceed past single option selection or could be significant enough a warrant being a new standalone Programme. Beyond the opening of the Silvertown Tunnel in 2025, there are currently no new major extensions fully committed in terms of powers to build, operate and maintain or that are funded for implementation. Further interventions are needed to support sustainable growth in new homes and jobs and achieve MTS outcomes.
- 4.2 The potential projects in this pipeline are all at relatively early stages of scheme development but collectively have the potential to unlock up to 300,000 new homes. This includes 200,000 homes from Crossrail 2; 50,000 homes from the Bakerloo Line Extension (BLE); 25-30,000 homes from DLR to Thamesmead; 3,000 from Bus Transit to Thamesmead; and 15,000 homes from West London Orbital (WLO).

- 4.3 A summary of the key benefits and status of the Network Extensions is provided below.

### **Thamesmead and Beckton Riverside Programme**

- 4.4 The Public Transport to Thamesmead Programme completed outcome definition in early November 2023. This identified a DLR extension from Gallions Reach to Thamesmead, via Beckton Riverside, alongside a bus transit corridor connecting Thamesmead with Woolwich and Abbey Wood, as the single preferred option to support up to 30,000 new homes, 10,000 new jobs, two additional town centres, regeneration opportunities and strategic cross-river connectivity.
- 4.5 These will now be taken forward as two separate but coordinated schemes – Bus Transit between Thamesmead, Woolwich and Abbey Wood and DLR to Thamesmead, outlined below.

### **Bus Transit between Thamesmead, Woolwich and Abbey Wood**

- 4.6 The new high frequency service connecting the large-scale regeneration site at Thamesmead with wider transport connections at Abbey Wood and Woolwich would support the first phase delivery of new homes. As part of the Autumn Statement in November 2023, the Government announced that, subject to the business case approval, it will provide us with £23m to design and implement a Bus Transit between Thamesmead, Woolwich and Abbey Wood. This is part of the Government's vision for a new Docklands 2.0. The funding allocation is from the Brownfield, Infrastructure and Land (BIL) Fund and will fund development and delivery of the scheme. A condition of this funding is that it is to be spent by the end of financial year 2025/26.
- 4.7 The initial £1m to be released for 2024/25, for which we are seeking Programme and Project Authority, will be used to complete feasibility and concept designs by March 2025.
- 4.8 We are continuing to work with Homes England on the specific terms for receiving the BIL funding, which is likely to be phased with conditions for release. The detailed scope of the scheme, for implementing within the time constraints of the Government funding, is currently being defined. It will be aligned with the principles of Good Growth and the Healthy Streets Approach.
- 4.9 The main objectives of the scheme are to provide a high-quality bus service in Thamesmead, opportunities for active travel through enhanced connectivity and to support the delivery of housing in both the interim and longer term phases of development. A scheme overview is provided in Appendix 2.

## **DLR to Thamesmead**

- 4.10 The 3.5km extension of the DLR network from Gallions Reach would include a new station at Beckton Riverside and cross river tunnel to Thamesmead. Although the Autumn Statement made no mention of funding for the DLR to Thamesmead, the Government stressed its commitment to supporting the planned housing development and our focus for the scheme will be the development of an Interim Outline Business Case. We aim to submit this to Government in advance of the next Spending Review. This will detail a funding and financing strategy as well as further design investigations to determine, and hopefully reduce, the EFC of £900m-£1.1bn (2021 prices).
- 4.11 We remain committed to a £3m contribution for feasibility work, £1m net in 2024/25 (with an additional £1.2-£1.5m from third parties) and £2m in 2025/26 (third party contributions to be agreed). We are continuing to work with our public and private partners to secure a financial commitment for these years to enable the continued development of the scheme. The focus of the work and the spend for 2024/25 will be further design, including options for straightening tunnel alignments under the Thames; turnback options and station designs; required surveys and ground investigations; consultation and communications; and funding and financing options.
- 4.12 A public consultation seeking views on the extension was launched on 5 February 2024 and will close on 18 March 2024. A scheme overview is provided in Appendix 2. Subject to securing a delivery funding package and Transport and Works Act Order, the scheme could be implemented by the early 2030s.

## **West London Orbital**

- 4.13 The WLO project is being developed in partnership with the West London Alliance (WLA), which represents seven west London boroughs and is contributing significantly to the funding of the current feasibility work. The key benefits of this proposed new London Overground route, which would link Hendon and Hounslow via Old Oak Common (OOC), include enhancing orbital connectivity, reducing public transport journey times, and enabling mode shift which in turn drives carbon and air quality benefits. The scheme also supports sustainable growth of up to 15,000 new homes and connects some of the most nationally deprived areas, with new job opportunities across five Opportunity Areas.
- 4.14 The project is currently nearing the end of outcome definition, with a gate review planned for April 2024. A key step is to confirm funding to progress single option selection (Governance for Railway Investment Projects Stage 3), with an agreement in principle with the WLA and west London boroughs for the development costs to be split evenly with TfL. If funding is confirmed with the boroughs, we will seek Programme and Project Authority later in 2024. We would also carry out a public consultation to seek initial views on our proposals.
- 4.15 Further work is underway to further refine the EFC of WLO which is currently in the range of £650m-£900m at 2021 prices. A scheme overview is provided in Appendix 3.

## **Bakerloo Line Upgrade**

- 4.16 The Bakerloo Line Upgrade (BLU) will secure the long-term operation of the Bakerloo line through replacement of rolling stock (Stage 1) and upgrade of signalling/control systems (Stage 2). We provided the Committee with an update on this project in a separate paper in December 2023.
- 4.17 A pan-TfL working group has been established to identify and evaluate delivery strategy options for the project and will seek endorsement of a preferred option from the TfL Executive Committee at the end of March 2024.
- 4.18 BLU fed into the multi-programme summary business case submitted to Government as part of our £500m funding ask for 2024/25. BLU has a forecast spend of £6.4m for 2024/25 and as described to the Committee in the December 2023 paper, a separate Programme and Project Authority request will be made for this. Prior to the end of 2024/25 it is critical that a funding commitment is reached with Government to allow us to begin procurement of design and build contracts (worth approximately £150m) for infrastructure and enabling works in financial year 2025/26.

## **Bakerloo Line Extension**

- 4.19 The BLE would extend the Bakerloo line from Elephant & Castle, serving new stations at Burgess Park, Old Kent Road, New Cross Gate and Lewisham alongside new platforms and interchange at Elephant & Castle. This route has been safeguarded since March 2021. There is also the opportunity for a further extension beyond Lewisham to Hayes and Beckenham Junction that would utilise existing Network Rail tracks. This would be transformational for transport in south-east London, increasing public transport capacity and step-free connectivity and resulting in an additional 150,000 daily public transport trips. Associated mode shift and new car free development would drive carbon and air quality benefits. The scheme would support the delivery of around 50,000 new homes in south-east London, including 20,000 in the Old Kent Road Opportunity Area and over 85,000 jobs within 45 minutes of the extension.
- 4.20 The BLE is currently working towards a single preferred option by late 2025. Work is currently ongoing to update the scheme business case and complete the feasibility design, including packages of work looking at station design and funding options that are funded by the London Boroughs of Lewisham and Southwark. The current EFC is between £5-8bn (2023 prices) and the scheme could feasibly begin construction from 2030 subject to funding. A scheme overview is provided in Appendix 4.

## **Elizabeth line enhancements**

- 4.21 A range of potential enhancements to the Elizabeth line could support growth across London and the southeast of England, while also supporting High Speed 2 (HS2) and enhancing access to Heathrow.

- 4.22 Our current priority is an investment in higher frequency services between Paddington and OOC to support the start of HS2 services as early as 2030. The higher frequency will relieve wait times at the station, reduce on-train crowding and provide shorter journey times for more customers using OOC station. In December 2023, the Committee approved Programme and Project Authority for the investment in higher frequency subject to Government agreeing to provide the capital funding for the acquisition of additional rolling stock.
- 4.23 In response to the impressive demand uptake on the Elizabeth line to date and the strong growth forecasts, an Elizabeth line upgrade plan has been prepared to assess further service enhancement opportunities. These proposals include additional services further west of OOC and additional services in the central operating section. We expect these to have strong business cases and will progress with further appraisal, operational feasibility and investment prioritisation over the coming year.
- 4.24 We have also engaged with third parties to discuss the potential role for Elizabeth line services to support other proposed network extensions which could be reviewed as part of this Programme and understand their opportunities and impacts. These possible extensions include:
- (a) Abbey Wood to Ebbsfleet, to support growth in North Kent;
  - (b) Heathrow to Langley via the proposed Western Rail Link; and
  - (c) Heathrow to Staines via the proposed Southern Rail Link.
- 4.25 Any future development of the extension proposals will be dependent on external factors including securing funding, local growth aspirations and confirmation of development potential.
- 4.26 An overview of the proposals is included in Appendix 5.

## **Crossrail 2**

- 4.27 Crossrail 2 has the potential to unlock 200,000 new homes and major regeneration across London and the southeast of England. The tunnelled section would effectively run from Wimbledon in the south to Tottenham Hale and New Southgate to the north, with connections to the heavy rail network at either end. The scheme is designed to provide relief to the most crowded stations and lines on the London Underground and National Rail networks, including strategic interchange locations such as major termini. 60,000 jobs could be created through delivery of the scheme across the UK supply chain, and it would support 200,000 new jobs once operational. The EFC of Crossrail 2 is £30-£40bn (2021 prices).
- 4.28 Crossrail 2 was safeguarded in 2015. We will continue to protect the safeguarded route by responding to planning applications impacting the route. Work continues with the Department for Transport to refresh the safeguarding directions to safeguard the scheme's latest proposed route from future developments. A scheme overview is provided in Appendix 6.

## **5 Interchange Programme**

- 5.1 The Interchange Programme was initiated at the end of 2023. Its purpose is to identify a future pipeline of interchange schemes which could be prioritised for further development.
- 5.2 Schemes are expected to enhance customer experience, accessibility, contribute to housing delivery, increase capacity and support the regeneration and development of key parts of London.
- 5.3 A longlist has been developed and this will be reduced to a shortlist during the outcome definition stage, using specific outcomes and selection criteria derived from the MTS and TfL Interchange Best Practice Guidance. The shortlist is expected to be identified in spring 2024 and is expected to include major schemes such as Stratford and Victoria.

## **6 Sustainable Housing and Accessibility Fund**

- 6.1 The SHA Fund has been established following the conclusion of the Growth Fund, which delivered a substantial range of benefits. A separate paper on the Growth Fund is included elsewhere on the agenda. The continuation of this type of investment through the SHA Fund is in recognition of the importance of leveraging third party funding and delivering additional public transport capacity and step-free access that unlocks and supports sustainable growth. In the current financial climate, we continue to prioritise securing third party funds from diverse sources. We also expect that projects funded by SHA will meet wider objectives around mode shift, equality, decarbonisation and revenue generation.
- 6.2 The SHA Fund aims to leverage around £1-£2 of third party funding for every £1 spent by TfL at a programme level. To capitalise on upcoming opportunities, some projects may need greater TfL contributions and commitment recognising the operational imperatives (e.g. safety and reliability) and future fares revenue that they deliver. This is delivered predominantly through:
  - (a) housing schemes, for which transport plays a key role in the business case for new housing development schemes and delivering on the Mayor's target. Short term priorities are Royal Docks and along the East London line;
  - (b) step-free access and station capacity upgrades that leverage third party funding as part of developer or borough infrastructure funding of development projects; and
  - (c) standalone TfL-funded step-free access projects, that make the network more inclusive and work towards improved journey time and public transport service provision.
- 6.3 The projected benefits of SHA Fund including projects named below and a wider pipeline of projects in development include unlocking more than 12,100 new homes, supporting tens of thousands of jobs and four new step-free access stations through the current committed pipeline, with the potential for 10-12 additional stations. Over £133m third party funding will be leveraged from



allocated projects and achieve approximately a 7,000 tonnes reduction in CO<sub>2</sub> from mode shift from associated car free developments.

- 6.4 The SHA Fund has £128m budgeted through to 2029/30. The SHA Fund is strategically managed by this programme and is allocated to programmes at the point at which funding is required. This paper requests £9.5m Programme and Project Authority for three step-free access station projects at Northolt station, West Hampstead station and North Acton station. In addition, funding has been allocated from the SHA fund to the Pontoon Dock station project. Subject to approval by the Committee, the related Programme and Project Authority will be transferred to the R&SE to progress design and delivery for the station works.
- 6.5 Northolt, West Hampstead and North Acton stations were announced in summer 2023 as part of our planned forward programme of step-free access schemes. Northolt was about to enter construction prior to being stopped by the coronavirus pandemic. Now, with work to analyse the design and constructability complete and a re-pricing exercise concluded in January 2024, we are recommending that we proceed to construction planned for early 2025. We are also recommending proceeding into concept design for capacity enhancements and step free access at North Acton and West Hampstead, both of which have considerable potential for external funding and the ability to unlock new homes and jobs.
- 6.6 Pontoon Dock forms part of our DLR Royal Docks programme to support local regeneration and growth in the Royal Docks area. At this station we are proposing to improve accessibility and ease congestion by providing escalators from ground to platform level. We are also proposing to enhance the urban realm beneath the station and integrate with improvements being delivered in the area by the London Borough of Newham. Subject to the availability of funding and the necessary planning approvals in summer 2024, we plan to seek approval for the additional Programme and Project Authority needed to commence detailed design and construction.

## **7 Third Party Funding Action Plan**

- 7.1 We have sought out a wide variety of third party funding opportunities and TfL, the Greater London Authority (GLA) and local boroughs have had notable success in recent bidding processes. Our enhancement programmes have become increasingly dependent on external funding which tends to be linked to housing, population growth and London policy.
- 7.2 Third party funding sources have a significant role to in securing long-term capital funding for key investments, whilst driving additional customer revenue. Our Customer and Strategy plan identifies that third party funding can enable us to deliver more, providing us with additional funds to support growth, unlocking sustainable homes and jobs.
- 7.3 A proactive approach and development of a Third Party Funding Action Plan would increase our chances of securing additional investment, enabling us to capture opportunities as they arise and deliver more for Londoners. It will make sure we are proactive in making the case for transport infrastructure, while ensuring more efficient and aligned decision making and helping us make better use of resources. Opportunities from our Third Party Funding Action Plan include

maximising the amount of Government and borough funding we secure with a housing/regeneration focus and building on our relationship with the GLA for integration of land use and transport.

- 7.4 We will develop our Third Party Funding Action Plan in 2024 and will provide further information in future updates to the Committee.

## 8 Financial Implications

- 8.1 Table 2 below outlines the budgeted spend across the projects for which Programme and Project Authority is requested.

Project		2024/25	2025/26	Future Years	Total
Bus Transit between Thamesmead, Woolwich and Abbey Wood	Income	£ 1m	£ 22m		£ 23m
	Expenditure	£ 1m	£ 22m		
DLR to Thamesmead	Income	£ 1m			£ 3.5m
	Expenditure	£ 2.5m			
SHA Fund		£ 8m	£ 20m	£ 100m	£ 128m
Allocated to R&SE as part of this authority request		£ 5.5m	£ 4m		£ 9.5m
Allocated to other projects within the R&SE but subject to additional authority request		£2.5m	£ 5m	£ 4.5m	£ 12m
Unallocated*		£ 0m	£ 11m	£ 95.5m	£ 106.5m

Table 2: spend profile

\*The remainder of budgeted spend will be subject of a separate Programme and Project Authority request to the Committee.

## 9 Equalities Implications

- 9.1 Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities such as the Mayor and TfL 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 quality of opportunity between persons who share a relevant protected characteristic <sup>3</sup>and persons who do not share it; and

<sup>3</sup> Protected characteristics under the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage or civil partnership status (the duty in respect of this last characteristic is to eliminate unlawful discrimination and other prohibited conduct under the Act only)

- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 Compliance with the Public Sector Equality Duty is considered on an ongoing basis in all projects delivered as part of the Programme supported by Equality Impact Assessments as appropriate, as appropriate, to identify potential impacts. We also routinely engage with the Independent Disability Advisory Group at early stages of our projects to help inform design requirements.
- 9.3 The Programme is delivering public transport accessibility by funding step-free station upgrades and major schemes that improve connections from deprived areas of London with employment and education opportunities.

## **10 Assurance**

- 10.1 In support of this submission, an integrated assurance review was undertaken by TfL's Project Assurance team and supported by the Independent Investment Programme Advisory Group. This did not identify any critical issues with the Programme and we are actively responding to the recommended actions, as set out in the Management Response.

### **List of appendices to this report:**

Appendix 1: 2024/25 Key deliverables from the Programme and key risks  
Appendix 2: DLR to Thamesmead and Bus Transit between Thamesmead, Woolwich and Abbey Wood overview  
Appendix 3: West London Orbital overview  
Appendix 4: Bakerloo line Extension overview  
Appendix 5: Elizabeth line Enhancements overview  
Appendix 6: Crossrail 2 overview  
Appendix 7: Sustainable Housing and Accessibility Fund overview

### **List of Background Papers:**

Independent Investment Programme Advisory Group (IIPAG) Report and Management Response

TfL Project Assurance and Management Response.

Bakerloo Line Upgrade, Programmes and Investment Committee Paper, December 2023

Growth Fund, Programmes and Investment Committee Paper, February 2024

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## Appendix 1: 2024/25 Key deliverables from the Programme and key risks

Programme	Deliverable	Indicative timescale	Key risk
West London Orbital	Select Preferred Strategic Option	April 2024	Continued affordability to implement scheme
Bakerloo Line Extension	Select Single Preferred Option	March 2025	Lack of appetite for mega-projects and some government support needed
Bakerloo Line Upgrade	Preferred delivery strategy endorsed by Executive Committee	March 2024	Securing Government funding
	Complete concept designs	March 2025	
Elizabeth Line enhancements	Business case appraisal, operational feasibility and investment prioritisation	Summer 2024	Securing Government funding
Crossrail 2	Refresh safeguarding (subject to Government/TfL agreement on blight risk)	Spring 2024	Loss of safeguarding for the scheme
DLR to Thamesmead	Publish public consultation report	June 2024	Continued support from key stakeholders and government contribution needed to fund
	Complete Outline Business Case	March 2025	
Bus Transit to Thamesmead	Complete concept design	March 2025	Meeting Government delivery timescales of March 2026
Interchange Programme	Identify a prioritised short list of schemes	Spring 2024	Complex range of interfaces
Sustainable Housing and Accessibility Fund	Northolt – construction contract award	January 2025	Negotiation of third party funding contributions and alignment with delivery programmes

## Appendix 2: DLR to Thamesmead and Bus Transit between Thamesmead, Woolwich and Abbey Wood overview

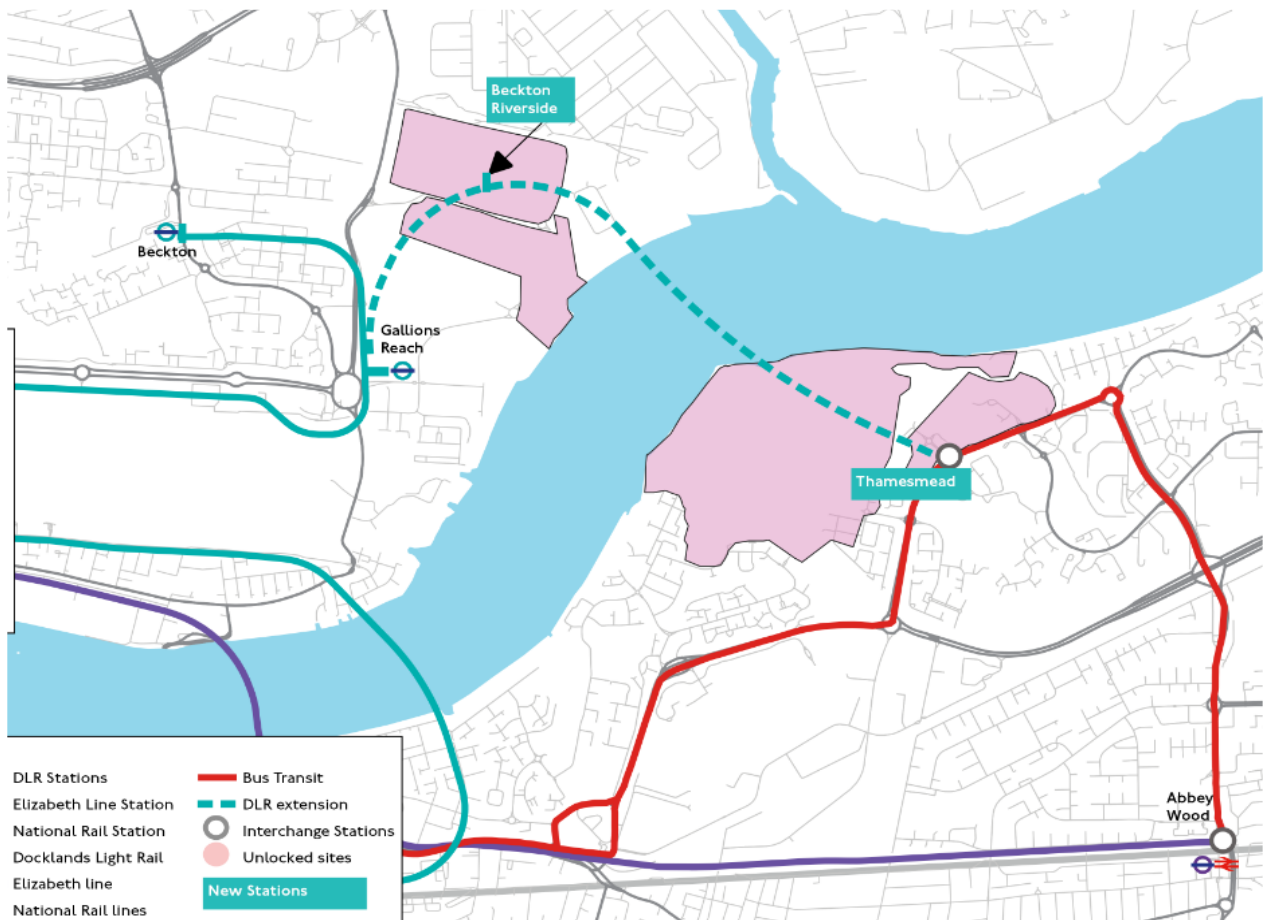


Figure 1: Potential route of DLR extension to Thamesmead and bus transit between Thamesmead, Woolwich and Abbey Wood

Key benefits	Tackling deprivation and empowering communities. The project supports the Government's Levelling Up agenda by investing in the most deprived areas of London
Homes and jobs supported	Potential to unlock up to 30,000 homes and 10,000 jobs in two major Opportunity Areas, with new access to 500,000 additional jobs within 45mins
Scheme status and next steps	A single preferred option was identified in May 2023  Bus transit – feasibility and concept designs by March 2025 DLR extension – potential Transport and Works Act Order (TWAO) submission in 2025/26
Potential timescales	Bus transit – infrastructure completion 2026 DLR extension – commencement of construction in late 2020s and service commencement 2032-2033

### Appendix 3: West London Orbital overview

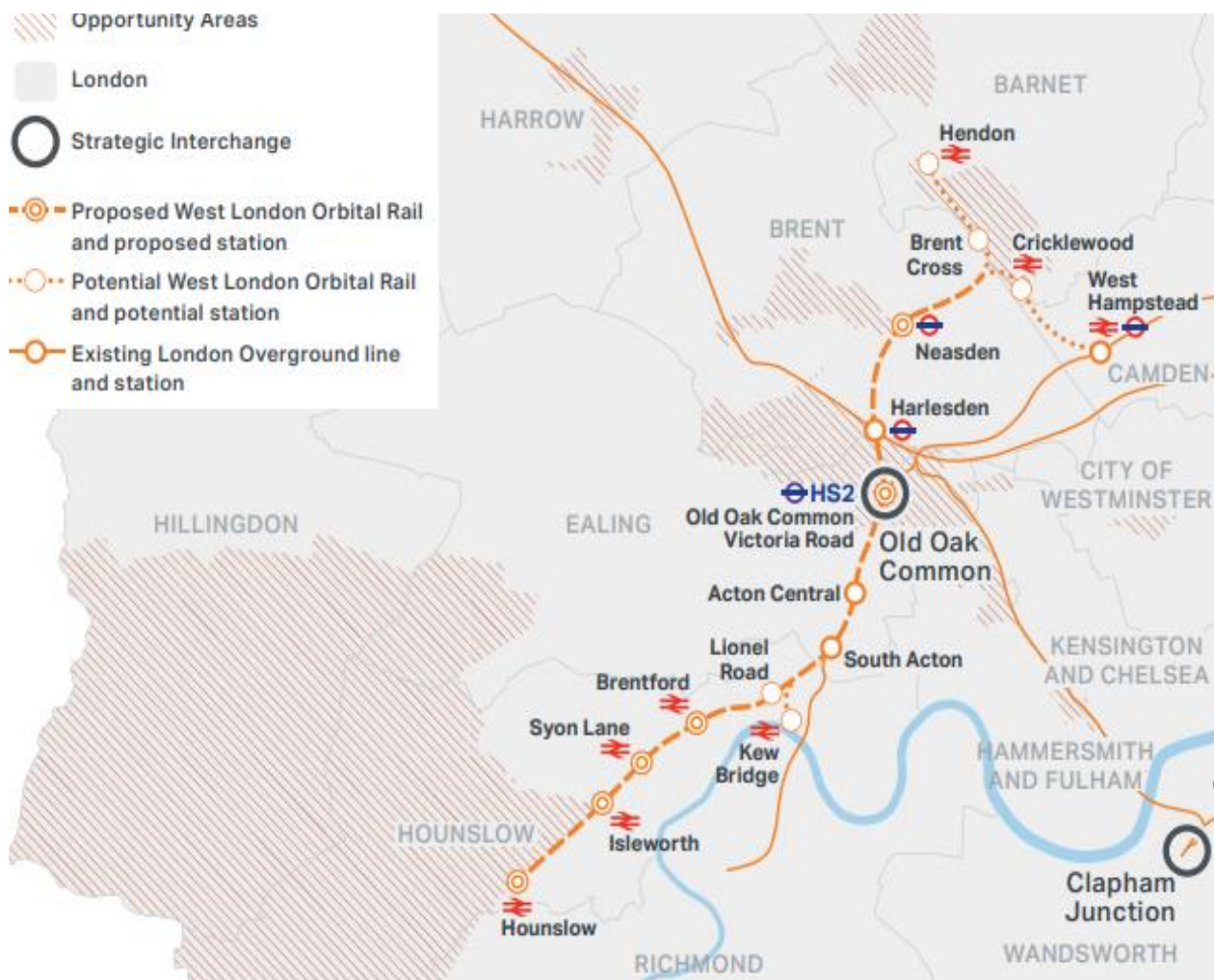


Figure 2: Potential route of West London Orbital

Key benefits	Connectivity, levelling Up and environmental. Reduction in public transport journey times, mode shift which drives carbon and air quality benefits, creation of an economic spine for West London, connecting some of the nationally most deprived areas.
Homes and jobs supported	Supports sustainable growth of up to 15,800 homes across five Opportunity Areas, increases jobs accessible to local residents by 20 per cent
Scheme status and next steps	Currently working towards a single strategic option, with a decision point in April 2024 whether to progress to feasibility design stage
Potential timescales	2027 – TWAO submission, 2032– services commence



## Appendix 4: Bakerloo line Extension overview



Figure 3: Potential route of Bakerloo line extension

Key benefits	Transforming transport in south east London. Significant increase in public transport capacity and connectivity, mode shift drives carbon and air quality benefits.
Homes and jobs supported	Supports around 47,500 new homes in south east London, including 20,000 in the Old Kent Road Opportunity Area and has over 85,000 jobs within 45 minutes.
Scheme status and next steps	TfL received safeguarding directions in March 2021. Work on a single preferred option and funding and financing is ongoing and is anticipated to complete in mid-2025.
Potential timescales	2030s – construction 2040 – services commence (this could change if linked to BLU delivery)

## Appendix 5: Elizabeth line enhancements overview

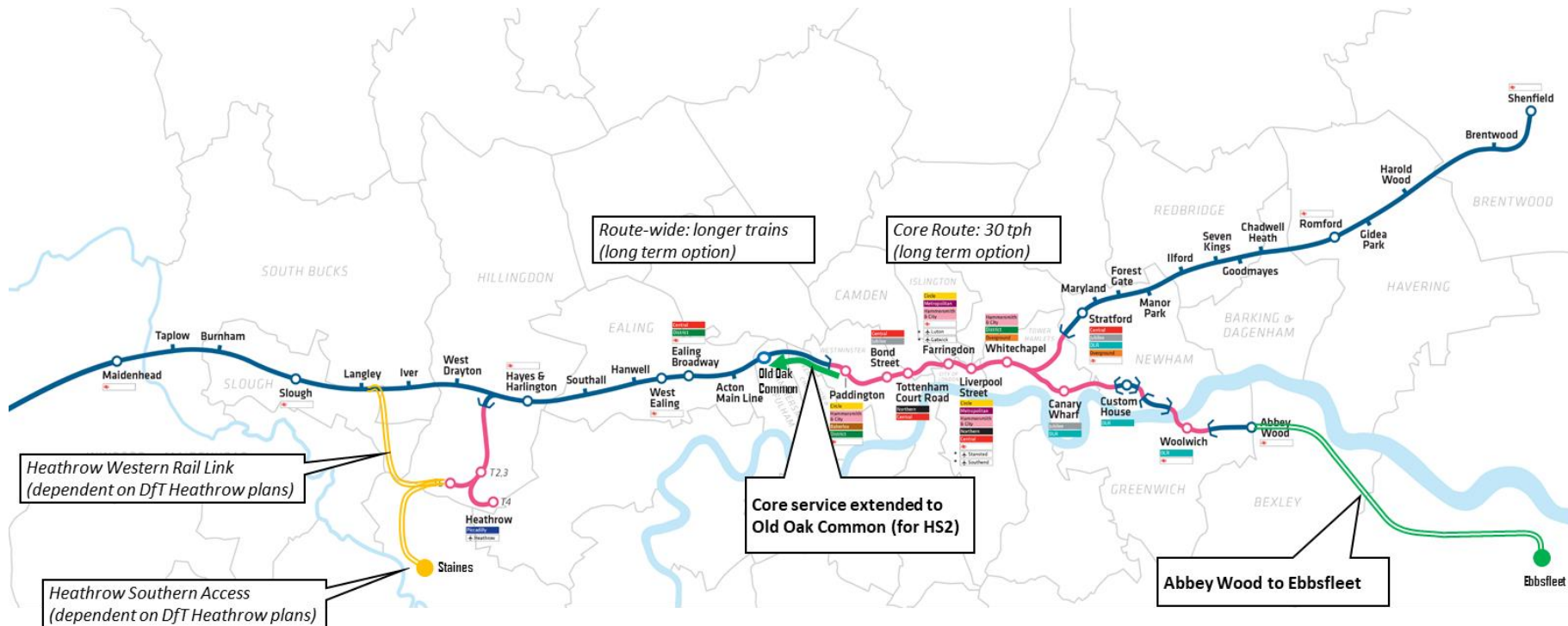


Figure 4: Potential Elizabeth line enhancements

Key benefits	Supporting growth. Supports growth in London generally, HS2 and aviation access, while relieving crowding.
Homes and jobs supported	Potential to unlock homes and jobs in major Opportunity Areas, Heathrow, and in North Kent
Scheme status and next steps	We expect the service enhancements on the existing network to have strong business cases and will progress with further appraisal, operational feasibility and investment prioritisation during 2024.
Potential timescales	Heathrow extension options are dependent on the construction of new airport rail links. Ebbsfleet extension is dependent on Government's response to our submission of the Strategic Outline Case.



### Appendix 6: Crossrail 2 overview

Key benefits	200,000 new homes and regeneration across the South East and London. Targets most crowded stations and lines on London Underground and National Rail networks, including important interchange locations.
Homes and jobs supported	60,000 jobs across the UK supply chain and 200,000 new jobs once operational
Scheme status and next steps	We continue to protect safeguarded Route, responding to planning applications impacting the route
Potential timescales	Work continues with the Secretary of State for Transport to refresh the safeguarding directions, in order to safeguard the scheme's latest proposed route from future developments



Figure 5: Potential route of Crossrail 2

## Appendix 7: Sustainable Housing and Accessibility Fund overview

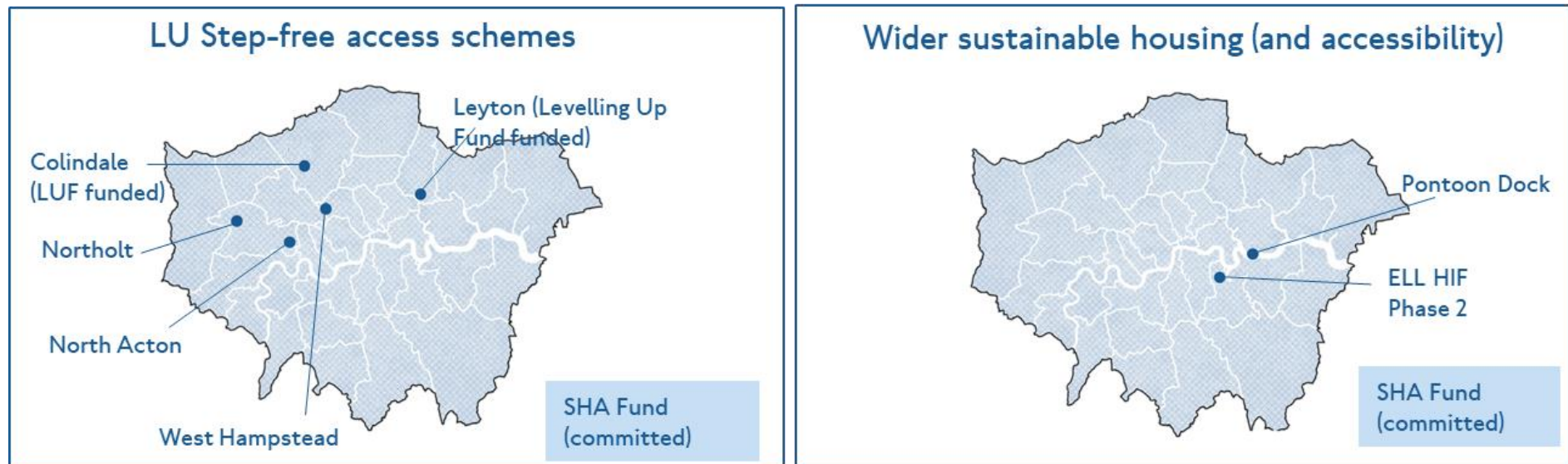


Figure 6: Projects with a confirmed SHA funding allocation

<p>Estimated key benefits (additional to the Leyton project)</p>	<ul style="list-style-type: none"> <li>• More than 12,100 new homes unlocked;</li> <li>• Tens of thousands jobs supported;</li> <li>• five local authorities benefit from projects in the short list and 14 in the long list;</li> <li>• Four stations with step free access with the potential to fund an additional 10-12;</li> <li>• More than £133m of third party funding levered from the listed projects; and</li> <li>• More than an estimated 7,018 tonnes reduction in CO<sub>2</sub> (car-free development led mode shift)</li> </ul>
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