

Board



Date: 25 July 2018

Item: Report of the Meeting of the Programmes and Investment Committee held on 3 July 2018

This paper will be considered in public

1 Summary

- 1.1 To report to the Board on the meeting of the Programmes and Investment Committee held on 3 July 2018.

2 Recommendation

- 2.1 **The Board is asked to note the report.**

3 Committee Agenda and Summary

- 3.1 The papers for the meeting of the Committee held on 3 July were published on 25 June 2018 and are available on the TfL website:
<https://tfl.gov.uk/corporate/publications-and-reports/programmes-and-investment-committee>
- 3.2 The main matters to be considered by the Committee are:
- (a) Investment Programme Report - Quarter 4 2017/18;
 - (b) Independent Investment Programme Advisory Group (IIPAG) - Quarterly Report;
 - (c) Use of Delegated Authority;
 - (d) TfL Growth Fund;
 - (e) Healthy Streets Programme 2018/19 and 2019/20;
 - (f) Silvertown Tunnel;
 - (g) London Underground World Class Capacity Programme;
 - (h) London Underground Power, Cooling and Energy Programme;
 - (i) London Underground Stations Renewals and Enhancements Programme;
and
 - (j) Crossrail Update.

- 3.3 A summary of the discussions and decisions at the meeting is provided below. The more detailed minutes of the meeting held on 3 July will be published ahead of the meeting of the Committee on 11 October 2018.

4 Issues Discussed

Investment Programme Report – Quarter 4 2017/18

- 4.1 The Committee noted the paper. The updates at the meeting focussed on projects showing red or amber milestones and a number of these milestones had since been reached, post end of quarter.
- 4.2 The Committee welcomed the reduction of injuries that led to employees taking more than seven days off work.

Independent Investment Programme Advisory Group – Quarterly Report

- 4.3 The Committee noted the paper, which detailed the Independent Investment Programme Advisory Group's (IIPAG) advice on strategic and systemic issues, new strategic and systemic issues, logs of progress on actions and recommendations and the effectiveness of the first and second lines of project and programme assurance, and TfL management's response. The IIPAG was content with the management's response to its report.
- 4.4 The Committee noted that managers agreed with the IIPAG that further work was needed on telecoms and requested an update to a future meeting on how the issues raised regarding telecoms would be resolved.

Use of Delegated Authority

- 4.5 The Committee noted the paper. Since the last meeting of the Committee, the Chief Finance Officer had approved Programme and Project Authority for one project.
- 4.6 There had been one use of Chair's Action, which related to a supplemental paper to the Deep Tube Upgrade Programme item considered at the last meeting, which was sent to all Members of the Committee on 1 June 2018. On 4 June 2018, the Chair endorsed the additional recommendations that were agreed verbally at the meeting of the Committee on 16 May 2018.

TfL Growth Fund

- 4.7 The Committee noted the paper and the supplemental paper included on Part 2 of the agenda and praised the design and delivery as exemplary. The Growth Fund was established to: support sustainable transport schemes that directly unlock homes and jobs; support transport outcomes that align with the new MTS; leverage third party funding to maximise the impacts of TfL funding; and support schemes that are deliverable within the current TfL Business Plan period.

- 4.8 An active management approach was employed on the Growth Fund, which allowed TfL to assess proposed schemes against an agreed set of criteria. High ranking schemes were placed in the 'Priority Scheme list' and lower ranking schemes were either placed on a 'Holding List' or determined as unsuitable for Growth Fund money. Delivery Service Agreements ensured that specific milestones and timescales had to be met before Growth Fund money could be drawn down.
- 4.9 In December 2017, the Committee had agreed to over programme the Growth Fund by £89m. The Growth Fund had 15 schemes competing for the remaining £80m of funding and it was calculated that, if all of the schemes receive funding, this would result in over programming to the agreed £89m.
- 4.10 The Committee requested that future updates include details on how projects and the benefits derived were monitored and evaluated.

Healthy Streets Programme 2018/19 and 2019/20

- 4.11 The Committee noted the paper and approved additional Programme and Project Authority in order to continue running schemes from 2017/18 and commend new schemes in 2018/19.
- 4.12 The Committee praised the balanced approach to accommodating the needs of buses, pedestrians and cyclists and increasing transport mode share of public transport, cycling or walking. Members stated the need to understand whether people had stopped using their private vehicles or public transport.
- 4.13 The Programme supports the Mayor's strategic objective of 'providing a good public transport experience' and over time leads through to the 'improving public transport services' measure on the TfL Scorecard.

Silvertown Tunnel

- 4.14 The Committee noted the paper and approved the increase in Programme and Project Authority to continue the project over the coming year. The project will address traffic congestion and unreliability at the Blackwall Tunnel and would allow greater cross-river bus provision, including double decker buses. This will reduce the environmental impact of current traffic congestions. TfL can utilise a user charge, which can be increased or decreased, depending on the amount of traffic using the tunnel. TfL will work with Boroughs to monitor air quality in the surrounding area.
- 4.15 Dr Lynn Sloman recorded her opposition to the recommendation and voted against approving Programme and Project Authority.

London Underground World Class Capacity Programme

- 4.16 The Committee noted the paper. The Programme had been re-scoped, following the successful delivery of the Victoria line upgrade, to deliver 32 trains per hour on the Jubilee line between West Hampstead and North Greenwich stations in the peak periods by the end of 2021 and a minimum of 31 trains per hour on the Morden branch in peak periods in early 2020.

London Underground Power, Cooling and Energy Programme

- 4.17 The Committee noted the paper and approved additional Programme and Project Authority. This would allow TfL to deliver a programme of essential asset stabilisation, obsolescence management and renewals to ensure the safety of customers and staff.
- 4.18 The Independent Investment Programme Advisory Group identified that the planned SCADA contract award was too early and a review was necessary to assess preferred option and procurement plan. The Committee agreed that £8.14m of the requested increase in Authority be withheld, pending the outcome of the review.

London Underground Stations Renewals and Enhancements

- 4.19 The Committee noted the paper and approved additional Programme and Project Authority to improve accessibility across the network, including increasing the number of stations with step-free access; enhance stations to respond to the growth in demand for travel; and begin the renewals programmes to ensure that stations, buildings and civil assets remain safe and operable.

Crossrail Update

- 4.20 The Committee noted the paper. Health and safety performance remained within annual targets and testing continued in blocks of three to four days, interspersed with ten days of construction.
- 4.21 TfL took over services between Paddington and Heathrow Terminals 2, 3 and 4 in May 2018. Art work has begun to be integrated into new Elizabeth line stations in Central London and artists were working with architects and engineers to embed ambitious works into the structure of the stations.

List of appendices to this report:

None

List of Background Papers:

Papers submitted to the Programmes and Investment Committee on 3 July 2018

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