

Transport for London

STRATEGIC PLANNING ADVISORY PANEL

Meeting No. 1 to be held on Tuesday 16 January 2007 at 1000hrs
Windsor House, 14th Floor Boardroom

AGENDA

A Meeting of the Panel will be held to deal with the following business:

1. Apologies for Absence
2. SPAP Terms of Reference

Business Items

Sponsor

- | | |
|---|---|
| 3. SPAP Work Plan 2007 | Peter Hendy, Commissioner |
| 4. Mayor's Transport Strategy | Jay Walder, MD Finance & Planning
(Barry Broe) |
| 5. Olympics Update | Jay Walder, MD Finance & Planning
(Richard Browning) |
| 6. TIF (Transport Innovation Fund) Bids | Jay Walder, MD Finance & Planning
(Richard Browning) |
| 7. Crossrail – presentation | Jay Walder, MD Finance & Planning
(Shashi Verma) |
| 8. Any Other Business | |

Date of next meeting: Monday 14 May 2007

STRATEGIC PLANNING ADVISORY PANEL

Membership

- Chair : Peter Hendy
- Vice Chair : Dave Wetzel
- Members : Honor Chapman
Stephen Glaister
Sir Mike Hodgkinson
Eva Lindholm
Ben Plowden
Jay Walder
- Advisers : Lynn Sloman
- In attendance: With the Chair's agreement other persons can attend all or any part of a meeting.
- Secretary : To be agreed by the Board Secretary.
- Quorum : 3 members

Frequency of meetings

1. The Panel shall meet at least twice a year or at such greater frequency as determined by the Chair.

Terms of reference

2. The Panel will advise and assist the Commissioner with issues relating to TfL corporate matters and in particular, the following -
 - (a) Supervise continuing development of TfL's strategic objectives;
 - (b) Monitor implementation of strategic objectives;
 - (c) Monitor strategic development of TfL access, inclusion and transport equality strategies;
 - (d) Monitor strategic involvement of engagement with boroughs, businesses and other stakeholders;
 - (e) Monitor integration of transport strategy and plans with other Mayoral, national and international strategies and frameworks for transport and related issues such as sustainability;
 - (f) Monitor development of TfL ticketing strategies; and

- (g) Monitor strategic development of integration of different transport modes.

Equalities and inclusion

3. In carrying out its Terms of Reference the Panel will give due regard to the principle of equal opportunity for all people. In particular it will seek to promote equality of opportunity, good relations between different groups, eliminate unlawful discrimination and provide accessible transport for all.

**TRANSPORT FOR LONDON
STRATEGIC PLANNING ADVISORY PANEL**

SUBJECT: SPAP WORK PLAN 2007

MEETING DATE: 16 JANUARY 2007

1. Introduction

1.1 The 25 October Board meeting approved the creation of the Strategic Planning Advisory Panel. The purpose of this paper is to provide the Panel with a Work Plan which provides an indication of the type of issues to be addressed in the next 12 months.

2. Recommendation

2.1 The Panel is asked to note the SPAP Work Plan for 2007.

SPAP Work Plan 2007		
Date	Standing Items	Specific Agenda Items
16 th January	Oversight report	<ul style="list-style-type: none">• Mayor's Transport Strategy• Olympics Update• TIF• Crossrail
14 th May	Oversight report	<ul style="list-style-type: none">• Mayor's Transport Strategy Update• PPP Update• Road User Charging• LEZ

TRANSPORT FOR LONDON

STRATEGIC PLANNING ADVISORY PANEL

SUBJECT: REVISION OF THE MAYOR'S TRANSPORT STRATEGY

MEETING DATE: 16 JANUARY 2007

1. Purpose

- 1.1 The purpose of the paper is to inform the Panel that TfL is likely to be formally directed by the Mayor to revise the Mayor's Transport Strategy (MTS) and that this Direction and related Delegation will be reported to the Board as required by TfL's Standing Orders.

2. Decision required

- 2.1 The Panel is asked to note that the Mayor is likely to delegate the preparation of a revised MTS to TfL and direct TfL to undertake this work. TfL is currently considering scope, timescales, approach and resource implications, with a view to carrying out this Direction should it be issued. .

3. Background

- 3.1 The MTS (July 2001) was the first of the statutory strategies to be published, prior to the development of the London Plan (2004), which is now in the process of being further revised. The majority of the proposals contained in the MTS have been implemented (such as the Central London Congestion Charge Scheme). In addition, the context for others has changed significantly. .

- 3.2 The Mayor has a statutory duty to keep the Strategy under review. There are a number of reasons why the current MTS could benefit from revision, for example:

- The MTS needs to be brought in line with the proposed Alterations to the London Plan and influence any future revisions. For example, the timescale of the London Plan now extends to 2026 (the current MTS timeframe is 2011) and forecasts for population and employment are substantially increased. In addition, the revised London Plan places new emphasis on tackling climate change and meeting the transport needs of outer London. The Mayor's other strategies have also been published and some have been further updated since the MTS was produced.
- LUL became part of TfL in 2003 and the PPP is now in place – much of the MTS material on the Underground has been overtaken by events.

- TfL's understanding of the policy context has significantly developed. T2025 has recently been published, containing a vision, objectives and transport policies for London to 2025. TfL has strengthened its own policies and plans for specific modes e.g. Rail 2025, walking and cycling plans, soft travel demand management and the Freight Plan. A revision of the MTS needs to build on these and embed them.
- The Mayor has a duty to ensure his strategies are consistent with national policy. Important changes to national legislation and policy have taken place since the current MTS was published, such as the Traffic Management Act 2004, the Railways Act 2005, the Future of Air Transport Aviation White Paper, the Transport Innovation Fund and the Olympics and Paralympics Act 2005.

3.3 The analytical and policy work recently undertaken as part of the T2025 project provides a useful foundation for the preparation of a revised MTS. If the Mayor determines to direct TfL to this effect, it is proposed to commence work on production of a revised MTS based on this work amongst other things TfL will comply with the legal requirements in relation to consultation. The first stage of this process will be consultation with the Assembly and Functional Bodies, whose comments will be taken into account prior to further, wider consultation as required by the GLA Act.

4. Financial information

4.1 It is expected that TfL will meet the financial and other costs of producing MTS2 from its own resources. Using existing staff and selected consultancy support for specialist activities, it is proposed to develop a programme and work to meet the Mayor's expected requirement to produce the revised MTS (to be known as MTS2). This work will include specific pieces of research, statutory assessments (including Strategic Environment Assessment), consultation and document design and printing.

5. Equalities implications

5.1 The GLA Act 1999 requires the Mayor to have regard to the principle that there should be equality of opportunity for all people. Thus, equality will be a cross-cutting theme in MTS2. Further, TfL is likely to be required by the Mayor to complete an Equality Impact Assessment on MTS2.

6. Crime and Disorder implications

6.1 It is expected that, once published, MTS2 will have significant positive impacts on crime and disorder in London by improving safety on London's transport networks and in the public realm.

7. Sustainability

7.1 The GLA Act 1999 requires the Mayor to have regard for the achievement of sustainable development in the UK. Thus sustainability will be a cross-cutting

theme in MTS2. The Transport Strategy will also undergo a Sustainability Appraisal to ensure sustainable development principles are taken into account during the Strategy development process.

8. Recommendation(s)

- 8.1 The Panel is asked to note that TfL anticipates commencing work on revising the MTS once the relevant Mayoral direction and delegation have been received. The Panel is also asked to note that, as required by TfL's Standing Orders, the direction and delegation will be reported to the Board.

Meeting: Strategic Planning Advisory Panel

Date: 16 January 2007

Title: Revision of the Mayor's Transport Strategy

Version: 1

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TRANSPORT FOR LONDON

STRATEGIC PLANNING ADVISORY PANEL

SUBJECT: OLYMPICS UPDATE

MEETING DATE: 16 JANUARY 2007

1.0 INTRODUCTION

The award of the 2012 Olympic Games will have a major impact on the delivery of transport schemes to meet the needs of the Olympic family and spectators at the games. TfL played a substantial part in securing the games for London through the creation of a transport strategy showing how spectators, officials and participants would be safely and reliably transported across the Capital.

The principle adopted by TfL and the Olympic transport team was to meet Olympic needs with schemes that had enduring legacy value to London's transport.

Since the announcement, TfL has developed a good working relationship with the Olympic Delivery Authority in order to develop a co-ordinated approach to planning and monitoring project progress.

2.0 MOU AND FUNDING AGREEMENT

In November 2004, as part of the Olympic Bid documentation, TfL provided guarantees to the International Olympic Committee (IOC) in relation to the projects (planned and additional) that were within TfL's area of responsibility and that were seen as necessary for the 2012 Games. At the same time TfL entered into a Memorandum of Understanding (MOU) with the Mayor (the Funding MOU) in relation to funding such projects which recognised that certain TfL schemes would receive funding from the ODA.

The schemes were therefore split into two parts:

- Annex 1: Schemes that formed part of SR2004, were already included in TfL's Investment Programme, and would be delivered in time for the Games.
- Annex 2: Additional improvements, requiring separate funding (or part funding), that TfL committed to deliver in the event of a successful bid.

Funding for those additional requirements comes under the auspices of the Olympic Delivery Authority (ODA) and will be delivered under the terms laid down in the Funding Agreement between TfL and the ODA. This agreement has been developed using the principles set out in the original MOU.

This funding agreement was ready for signature in June 2006 with the exception of an issue around VAT. This has now been resolved but recently the ODA have requested substantial changes in respect of controls, reporting and business case formats. Negotiations are progressing and sign-off is now targeted for the end of February 2007.

3.0 PROGRESS ON PROJECTS

Currently TfL provides a monthly report to the ODA on progress towards delivering the Olympic related projects. The report examines current issues, how they are being addressed and confirms whether or not improvements will be delivered to the planned timescales.

The report breaks out schemes that TfL committed to delivering before winning the Olympic bid and separately those additional improvements, requiring separate funding, which TfL has committed to as part of winning the bid. It also includes some additional schemes identified subsequently (background schemes) which were not included in the bid but are now considered critical to delivering the Olympics.

Currently of the 22 TfL committed and background schemes, London City Airport and Wembley Park Station have been completed, East London Line, and Woolwich Arsenal 3 Car Railcars are ahead of schedule, 14 are on schedule and 4 are slightly behind schedule, with no impact on Olympic delivery. Of the 14 ODA funded schemes, DLR 3 Car Poplar – Woolwich Arsenal is ahead of schedule with the remaining 13 on schedule.

Progress against the 97 critical milestones identified shows that 25 have been completed, 56 are on schedule and 16 are slightly behind schedule.

Overall progress against the TfL Olympic portfolio remains on target with no projects forecast to adversely impact on the Olympic Delivery Plan.

TfL assure project delivery by undertaking a programme of Independent Engineer's Reviews. To date six Olympic schemes have been reviewed namely: East London Line, CTRL at Kings Cross, Piccadilly Line Extension to Heathrow Terminal 5, DLR Infrastructure, Greenwich Waterfront Transit and Stratford Regional Station Upgrade. All reports have been positive with no serious issues raised, with the exception of CTRL at Kings Cross where a second review was required to resolve some outstanding concerns. These have now been resolved to the satisfaction of all parties.

4.0 BUDGET/BUSINESS PLAN

The 2007/08 Business Plan approved by the Board in October 2006, confirmed TfL's commitment to delivering the Olympic related projects. Subsequently an exercise has been undertaken to agree the TfL and ODA budgets and ensure alignment with the MOU and latest ODA funding proposals.

It should be noted that in respect of Stratford Regional Station Upgrade. TfL undertook this current phase of the station upgrade development on behalf of the ODA because we already had the appropriate expertise available from the previous feasibility work and the programme criticality was recognised by the ODA. It is presently being discussed which organisation will take the project through implementation.

The ODA agreed to fund the current phase, drawing down £8 million of the ODA-allocated £50 million. TfL itself does not have any funding provision for this current or any future phases of the Stratford upgrade works.

5.0 CO-ORDINATION MEETINGS

TfL has initiated a series of successful liaison/co-ordination meetings to monitor progress of the Olympic schemes and address any funding, planning or dependency issues. These include monthly co-ordination meetings with the ODA Programme Assurance office, internal TfL meetings with the modes, local monthly progress meetings between the ODA and the modes, and a quarterly internal dependency workshop, but which also includes representatives from North London Railway and Network Rail.

In addition the ODA are holding regular dependency workshops which are attended by all transport stakeholders including DfT. The next workshop is planned for the 19 January 2007.

6.0 RECOMMENDATION

The Strategic Planning Advisory Panel is asked to note the progress on Olympic transport schemes and that a presentation will be given at the meeting.

Annex 1: Improvements required for the Olympics that TfL was committed to delivering before winning the Olympic bid

Scheme Description	£m							
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2005/06-2011/12
DLR London City Airport extension in service	22.2	0.4	0.0	0.0	0.0	0.0	0.0	22.6
Second DLR platform at Stratford Regional Station	3.6	11.5	3.7	0.0	0.0	0.0	0.0	18.8
DLR Woolwich Arsenal extension	73.9	58.4	55.7	17.3	(6.7)	0.0	0.0	198.6
24 additional DLR rail cars	7.2	5.8	32.4	5.6	0.0	0.0	0.0	51.0
15tph 3-car DLR train service on Bank-Lewisham section	4.6	13.4	66.6	62.9	16.2	0.0	0.0	163.5
Central line upgrade. Journey time improvement	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Piccadilly line extension to Heathrow Terminal 5	0.0	0.5	3.0	8.2	7.7	4.8	3.6	27.7
Jubilee Line upgrade. Journey time upgrade of 22%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Northern Line upgrade. Journey time improvement 18%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Refurbishment/modernisation programme for 246 stations	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Improvements to the A13	14.2	19.0	11.4	29.4	28.8	29.4	29.2	161.5
East London Transit – phase 1	0.9	6.2	9.4	0.0	0.0	0.0	0.0	16.6
East London Transit – phase 1B, 2A and 3	0.6	0.7	1.9	3.1	5.3	0.0	0.0	11.6
Greenwich Waterfront Transit – phase 1	0.0	0.4	3.9	12.0	12.0	0.0	0.0	28.4
Greenwich Waterfront Transit – phase 2A and 3	0.8	0.6	0.8	1.9	6.3	0.0	0.0	10.3
East London Line extension	44.6	96.6	282.1	392.7	137.0	16.0	0.0	969.0
Network instrumentation to support the ORN	0.1	0.0	1.9	5.0	3.1	5.0	2.0	17.1
London Rail Concession stations upgrade	0.0	1.8	8.9	9.3	7.0	0.0	0.0	26.9
Pre-existing TfL funded schemes	172.7	215.3	481.6	547.4	216.7	55.2	34.8	1723.6

Annex 2: Additional improvements requiring separate funding that TfL has committed to as part of winning the bid

Scheme Description (% of ODA funding)	£m							2005/06- 2011/12
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	
Conversion of North London Line to DLR operation, including 3 new stations, extension to Stratford International station, platform for revised National Rail North London Line service at Stratford (13.8%)	3.5	10.1	57.1	67.3	61.5	11.5	0.0	211.0
22 additional rail cars (50%)	0.0	6.4	3.1	14.7	17.8	0.0	0.0	42.0
North London Line: Enhancement of track and signalling infrastructure (46.4%)	0.0	3.0	16.1	74.5	100.6	45.7	0.0	239.9
Infrastructure upgrade at Blackwall and East India stations and signalling, communications and power modifications between Poplar and Woolwich to allow 3-car train operation to and from Woolwich Arsenal during the Olympics (100%)	0.0	0.0	1.9	3.2	3.9	0.0	0.0	9.0
Increase to station capacity at Prince Regent(2nd exit to serve ExCel) and other network stations (100%)	0.0	0.0	0.5	2.1	3.7	0.0	0.0	6.3
Provision of new signal loop between Westferry and Royal Mint Street to improve perturbation recovery time (100%)	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4
Provision of new siding at Royal Mint Street to improve system recovery time (100%)	0.0	0.0	0.0	3.7	6.3	0.0	0.0	9.9
Enhancement of London Cycle Network to provide cycling opportunity for spectators and workforce (100%)	0.0	0.0	0.0	1.1	5.3	6.0	2.0	14.4
Enhancement of walking routes in vicinity of Olympic Park (100%)	0.0	0.0	0.0	0.4	1.7	2.0	2.0	6.1
Olympic Transport Control Centre (100%)	0.0	0.0	0.0	4.7	4.7	0.0	0.0	9.4
Olympic route network carriageways (100%)	0.0	0.0	0.0	0.0	0.0	3.5	3.5	7.0
Olympic route junction improvements (100%)	0.0	0.0	0.0	0.0	0.0	5.5	5.5	11.0
LU Stations: Upgrade of West Ham station to increase capacity and upgrade of station operations rooms at key interchanges (100%)	0.0	0.2	0.8	5.5	4.3	2.5	0.0	13.2
LU Resilience: Improved resilience on the Central line is now being delivered by an operational solution (100%)	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Total ODA funded schemes	3.5	20.2	79.5	177.5	209.6	76.7	13.0	580.1

TRANSPORT FOR LONDON

STAFF SUMMARY
STRATEGIC PLANNING ADVISORY PANEL

SUBJECT: TIF (TRANSPORT INNOVATION FUND) BIDS
MEETING DATE: 16 JANUARY 2007

1. PURPOSE

- 1.1 To update the Panel on the progress of bids made to the Department for Transport on the Transport Innovation Fund.

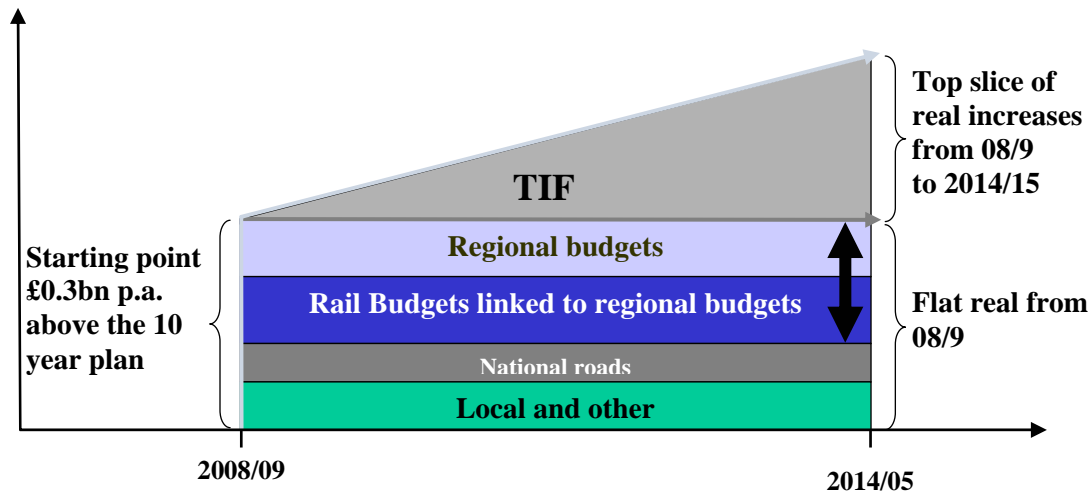
2. BACKGROUND

- 2.1 As part of the White Paper 'The Future of Transport'¹, published after the Spending Review 2004, the Department for Transport (DfT) announced the creation of a Transport Innovation Fund for the period 2008/09 to 2014/15. Initial information was set out by the DfT in July 2005 and guidance for applications was published in January 2006.
- 2.2 The fund's aims are in two areas:
- Congestion - bids for effective demand management proposals as part of wider packages of interventions to tackle traffic congestion at a local level
 - Productivity - transport packages and schemes that would generate substantial and sustainable benefits for national (and potentially international) productivity
- 2.3 Existing areas of grant funding from DfT² are collectively planned only to receive a funding increase of RPI from 2008/09 onwards, and the real terms growth in the DfT's funding is allocated to the Transport Innovation Fund (see **figure 1 below** for illustration). Although the fund does not start until 2008/09, DfT invited pump-priming bids in 2005 and again in 2006 from local authorities outside London for development of demand management schemes for the congestion TiF. In November 2005 pump-priming money was awarded to seven local authorities, with further allocations in November 2006.

¹ The White Paper can be accessed via:
http://www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/031259.hcsp

² These include the Highways Agency, TfL, National Rail and local authorities outside London (for LTPs - local transport plans)

Figure 1: Profile of Planned DfT transport expenditure (in real terms)



Productivity TiF

- 2.4 Bids for the productivity TiF were made through the government regional development agencies - for London via the LDA. TfL supplied proposals to the LDA in March 2006, including for Crossrail, National Rail (improvements such as longer platforms), road freight, bus priority, and for London Underground. **Appendix A** lists the bids made, each of which was supported by a brief business case.
- 2.5 The Secretary of State for Transport announced on 27 June 2006 that bids for six strategic rail freight schemes and five strategic road network schemes nationally were to be taken to the next stage, where a detailed business case was required. TfL's proposal for Gospel Oak- Barking rail gauge enhancement was one, although it will ultimately be taken forward by Network Rail, and in July 2006 a detailed business case was submitted jointly by Network Rail and TfL in accordance with the DfT timescales. This proposal has a national impact as it would deliver a significant improvement to both the reliability and cost effectiveness of the movement of goods between the major ports in East Anglia and the rest of the country.
- 2.6 The government further indicated on 18 December in a ministerial statement its continued consideration of the Gospel Oak to Barking package of rail gauge and capacity enhancement proposals.
- 2.7 For Crossrail, the Secretary of State announced at the same time that he was keeping open the possibility of using the Transport Innovation Fund for a contribution to the costs of taking it forward, though any decision would be taken after the conclusion of the Lyons' review of local government finance.

Congestion TiF

- 2.8 There was no formal bidding process for the Congestion element of TiF, apart from for pump-priming funding (see **paragraph 2.3 above**). TfL submitted a bid in August 2006 with two main workstreams of:
 - Road User Charging, consisting of three elements:

- A proposal to demonstrate the merits of automatic vehicle detection and account based charges (more flexible charging mechanisms)
- A pilot of charging outside central London (in Greenwich) both in and around a town centre and on adjacent routes, in the context of a series of complementary traffic and transport measures
- Trials of distance-based charges and the scope to adjust these to reflect variations in congestion
- Travel Demand Management (TDM), which comprised:
 - A Town Centre approach- this is linked to the Greenwich road user charging pilot, giving the first opportunity to proactively pilot smart TDM and road user charging as a fully co-ordinated package
 - Workplace travel plans- the next phase covering two sub-workstreams of outer London and central London
 - Managing Demand on Major Transport Corridors- using the experience from the existing Sutton soft TDM town centre pilot, the first project to apply the approach in a linear manner to major transport corridors (5,000 employees and 40,000 individuals covered by each three year pilot)

2.9 TfL's bid in respect of Road User Charging is around a year ahead of expected bids from local authorities outside London. Discussions have taken place with the DfT around the bid and, in particular, how it might help assist the Government take forward its wider UK proposals.

3. IMPACT ON FUNDING

3.1 There is no impact on funding at present as an announcement on TiF funding allocations by the DfT has yet to be made.

4. IMPACT ON EQUALITY & SOCIAL INCLUSION

4.1 The exact impact on equality and inclusion target groups will depend on the outcome of the TiF bid. It should be noted that many of the areas for which TiF bids have been made include areas of below average income, and a greater than average population from black, Asian and minority ethnic groups.

5. CRIME AND DISORDER

5.1 Consideration of the impacts on crime and disorder will be made should any part of the TfL bid be successful.

6. RECOMMENDATIONS

6.1 The panel is asked to NOTE the contents of this paper.

TiF productivity bids made by TfL

Mode	Candidate	Implementation By
Cross Rail	1. Railway development between Paddington & Whitechapel, Shenfield & Abbey Road, Maidenhead & Heathrow	2015
Surface (Freight)	Freight Unit package comprised of: <ul style="list-style-type: none"> 1. Construction Materials Consolidation Centres 2. Retail Consolidation Centre 3. Multi-Modal Refuse Collection Vehicles 	2010 - 2014
Surface (Buses)	1. 3G Bus Priority and Network Management Planning	2010 - 2014
London Rail	1. Southern Region: Platform lengthening + additional vehicles	2009/10
	2. South-Eastern Region: Platform lengthening + additional vehicles	2009/10
	3. West Anglia Region: Platform lengthening + additional vehicles	2009/10
	4. Barking – Ripple Lane Enabling Works (Freight Terminal)	2009/10
	5. Clapham Junction – Enhanced SWT Interchange Opportunities	2010/11
	6. Barking to Gospel Oak Upgrade	2011
London Underground	1. Tottenham Court Road Congestion Relief	2013/14
	2. Train Capacity Development	2011

Meeting: STRATEGIC PLANNING ADVISORY PANEL

Date: 16 JANUARY 2007

Title: TIF (TRANSPORT INNOVATION FUND) BIDS

Version: 1

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