

TRANSPORT FOR LONDON

FINANCE COMMITTEE

**SUBJECT: TfL INVESTMENT PROGRAMME REPORT –
SECOND QUARTER 2008/09**

DATE: 20 NOVEMBER 2008

1 PURPOSE AND DECISION REQUIRED

- 1.1 The Investment Programme report for the second quarter of 2008/09 (22 June 2008 – 13 September 2008) is attached to inform the Finance Committee of Transport for London's Investment Programme performance.

2 RECOMMENDATION

- 2.1 The Committee is asked to NOTE the contents of this report.

3 CONTACT

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Investment Programme Report

Second Quarter, 2008/09

Cover picture: final preparation for opening of Shepherd's Bush Station

Transport for London

Investment Programme Report

Second Quarter, 2008/09 (22 June 2008– 13 September 2008)

I. Programme Highlights

The key highlights from the second Quarter of 2008/09 were:

- Victoria Line Upgrade - a key milestone was reached with the start of testing of the new Service Control Centre in Engineering Hours.
- Sub Surface Upgrade – the roll out of new trains (S-Stock) was completed and is now in static testing.
- The King's Cross Channel Tunnel Rail Link works progressed well, with the handover of the Northern Ticket Hall roof slab and the area known as the Bomb Gap to Network Rail.
- The Invitation to Tender for the main works was issued for the Victoria Station Upgrade.
- The Quick Wins programme was completed successfully on the Cooling the Tube Programme.
- Connect Airwave - all of the 125 required stations were fully commissioned.
- London Rail Rolling Stock - Unit 1 began testing for the North London Railway.
- DLR Woolwich Arsenal Extension - all major civil engineering works and testing was completed.
- North London Railway Infrastructure Project - all preliminary designs were agreed by Network Rail.

Post Quarter events include:

- The Public Inquiry has opened for the Victoria Station Upgrade.
- Shepherd's Bush Station was re-opened on target after modernisation and escalator replacement.
- The new Wood Lane Underground Station opened on target.
- The new London Overground station at Shepherd's Bush opened on target.

2. Projects (over £50m) and Programmes (over £10m per annum)

TfL's Investment Programme contains a range of programmes and projects over £50m in addition to a range of smaller activities. These are delivered by TfL directly, through our partners in the London Boroughs or through long-term partnerships with the private sector such as the PPP on London Underground and Private Finance Initiatives (PFI).

This section reports on discrete projects with a total cost greater than £50m and programmes over £10m per annum. For each project, key milestones are given with a forecast date against the current planned date for 2008/09, and if appropriate, additional milestones from the 2008/09 Budget Deliverables document.

Key to RAG status:

Within 1 month of target	
Between 1 - 3 month delay	
Greater than 3 month delay	

This report focuses on delivery of investment projects. For a discussion on financial performance see the Quarter 2 Operational and Financial Report.

London Underground

LU Line Upgrade – PPP BCV

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Victoria Line upgrade: Second pre-production train delivered	09-07-2008	11-07-2008	Completed
Victoria Line upgrade: Full overlay available	17-07-2008	17-07-2008	Completed
Victoria Line upgrade: Start Testing the New Service Control Centre (in Engineering Hours)	30-11-2008	06-10-2008	Completed
Victoria Line upgrade: Start Testing T1/T2 in traffic hours without passengers	26-01-2009	06-04-2009	▲
Victoria Line upgrade : Approval to trial signalling control in passenger hours	22-03-2009	06-07-2009	■
Full Journey Time Capability	31-08-2013*	28-08-2012	●

*PPP Contract Date

The Victoria Line is the first major line upgrade on the Bakerloo, Central and Victoria lines (BCV) network. The works include new rolling stock, signalling, control equipment, depot and track.

A key milestone was achieved in Quarter 2 as testing of the new Service Control Centre in engineering hours began.

In Quarter 2, the signalling software was further developed and commenced testing on the south of the line. Depending on the success of this, the start of testing train 1 and train 2 in passenger hours may slip further.

Rolling stock delays also crystallised in Quarter 2, caused by the supplier's lack of engineering resources, difficulty with materials supply and quality issues.

The programme remains dependent on the timely resolution of key software and assurance issues.

Despite these rolling stock and signalling issues, the completion date of February 2012 for the Journey Time Capability (JTC) remains ahead of the contractual date of August 2013.

LU Line Upgrade – PPP JNP

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Jubilee Line – Transmission Base Train Control (TBTC) Rolling Stock – Delivery of Train 59	26-10-2008	01-10-2008	Completed
Jubilee Line – Jubilee Line Section 1 (JLS1) - Maturity Level 3 Testing	27-11-2008	09-02-2009	▲
Piccadilly Line - Piccadilly Line Upgrade – New Fleet Contract Award	10-01-2009	10-01-2009	●
Jubilee Line –JLS2 - Maturity Level 3 Testing	13-03-2009	02-03-2009	●
Jubilee Line – TBTC Contract - J2/3 - Ready for Revenue Service	16-03-2009	08-06-2009	▲
Jubilee Line J5 Ready for Revenue Service	01-09-2009	15-04-2010	■
Northern Line N6 Ready for Revenue Service	07-12-2011	07-12-2011	●

Work is underway on both the Jubilee and Northern Line upgrades which comprise signal and train control replacement.

On the Jubilee Line, train conversion completed in Quarter 2, with “Train 59” (final train) ready for J2/3 on 1 October 2008, three weeks ahead of plan.

Delivery of the signalling, which is on the critical path, has slipped with the J2/3 Ready for Revenue Service milestone now in June 2009 (from March 2009). This is the conversion of 2 sections of the line to the new signalling system, which were formerly to be converted separately. The forecast completion date for the line upgrade (J5 Ready for Revenue Service) is now three months beyond the PPP contract delivery date of 31 December 2009.

For the Northern Line, closure planning has begun, based on the original south-to-north migration sequence. The programme is suffering from the focus of Tube Lines resources on the Jubilee line.

The train conversion programme remains suspended, pending a second design configuration. This has now been submitted and train conversion is expected to re-commence in December 2008. The forecast line completion date, based on the latest draft programme, is 7 December 2011, compared with the PPP contract date of 7 January 2012.

For the Piccadilly Line upgrade, Tube Lines are completing a comprehensive review of the overall project programme, with a revision due in Quarter 3. Tenders for the new rolling stock were returned in Quarter 1. HM Treasury and TfL have agreed the funding mechanism for the rolling stock and contract award is still planned for 10 January 2009. Discussions between LU and Tube Lines about commercial terms/lease arrangements will take place next Quarter.

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

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Create a Strategic Level Plan for the Plan	01-05- 2008	01-05- 2008	Completed
Complete delivery into service of refurbished D-Stock fleet	01-07-2008	01-04-2008	Completed
Review and accept the Design Compliance Report for new trains	28-08-2008	27-10-2008	▲
Issue Programme Assurance Plan for approval	29-08-2008	20-06-2008	Completed
Complete preparations for platform works at High St Kensington	01-02-2009	01-02-2009	●
LUL Approve OPO CCTV Train Design	13-03-2009	11-02-2009	●

The SSL network (consisting of the Circle, District, Hammersmith & City and Metropolitan lines) upgrades will provide new rolling stock, new signalling and a new control centre, in order to increase capacity and reduce journey times. The programme is scheduled to complete by 2018.

The main effort continues to be the rollout of new trains (to be known as S-Stock), and related enabling works, which is progressing to plan. The 8 cars for the first S-Stock test train are complete and in static testing, and the second test train is in manufacture. A mock up display of the S-Stock train saloon was held at Euston Square Gardens from 22 September 2008 to 3 October 2008, showing walk-through carriages, air conditioning and customer information systems.

The new signalling contract is under preparation and ten suppliers have expressed an initial interest to tender for the works.

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

Spend to end of Q2 (£m)	EFC (£m)
730.1	873.6

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Handover roof slab to NR	01-09-2008	01-09-2008	Completed
Handover the site known as the bomb gap to NR	30-09-2008	19-09-2008	Completed
PFI power complete installation of LUL power supply	07-01-2009	03-11-2008	●
Phase 2 completion (excl post NTH works)	29-02-2010	01-12-2009	●

King's Cross Congestion Relief covers increased capacity at King's Cross St Pancras. Phase 1 included an expanded Tube ticket hall and new Western Ticket Hall. Phase 2 includes a new Northern Ticket Hall, step-free access to the Metropolitan and Circle lines and links to the new Channel Tunnel Rail Link (CTRL) Terminal. The King's Cross project is funded by the Department for Transport (DfT) and contracted by London Underground to Metronet.

Phase 1 included refurbishment of the Metropolitan and Circle Line platforms and was completed on 10 December 2006.

Phase 2 is well advanced on site. Two critical milestones were achieved on or ahead of target in Quarter 2. The handover of the Northern Ticket Hall was achieved on 1 September 2008 and the area known as Bomb Gap was handed over to Network Rail on 19 September 2008. The Northern Ticket Hall is forecast to be opened three months ahead of schedule in December 2009.

Bond Street Congestion Relief

Spend to end of Q2 (£m)	EFC (£m)
7.9	**

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Stage D Design Complete	30-01-2009	31-10-2008	●
Completion	29-09-2016	29-09-2016	●

Bond Street station is a key interchange between the Jubilee and Central Lines. Demand and congestion is forecast to increase further as a result of growth in employment and leisure travel and the completion of Crossrail in 2017. In addition to congestion problems, the station does not have step free access. The scheme provides:

- two additional escalators from the interchange level to the Jubilee Line;
- a low-level interchange route between the Central and Jubilee Lines;
- a new Disability and Discrimination Act (DDA) compliant entrance and ticket hall on Marylebone Lane; and
- 4 new lifts, allowing step free access to both Central and Jubilee Line platforms, interchange and street levels. A step free route to the Crossrail station will also be available.

Detailed design and survey works are underway around the station site.

Paddington (Hammersmith & City) Congestion Relief

Spend to end of Q2 (£m)	EFC (£m)
1.6	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Outline / Scheme Design approved RIBA C/D	30-04-2009	18-12-2009	■
Completion	25-11-2013	18-08-2014	■

Paddington (Hammersmith & City Line) station is amongst LU's top priorities for congestion relief because of demand growth associated with local area redevelopment and the Sub-Surface Line Upgrade. The project seeks to deliver congestion relief and step free access benefits and ensure the continued safe operation of the station. There are interfaces with Network Rail and Crossrail, who require part of the adjoining "Triangle Site" for a re-located taxi access to the main line station.

* Financial information is not shown here for reasons of commercial confidentiality

The Network Rail, Crossrail and LU project components are now combined into the Paddington Integrated Project (PIP) with a joint project steering board. As a consequence of this, the programme has been re-structured with delay to the design. During Quarter 2, the concept design was completed. The first critical construction milestone is delivery of the Crossrail taxi ramp in December 2010. Project milestones will be reported in more detail from Quarter 3, when the programme will be agreed by the project board.

Shepherd's Bush/White City

Spend to end of Q2 (£m)	EFC (£m)
65.4	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Escalator replacement – finish on site	29-09-2008	01-09-2008	Completed
Modernisation – station reopens	06-10-2008	06-10-2008	Completed
Delivery into Service Post Compensation Event	31-01-2009	31-12-2008	●

Shepherd's Bush (Central Line) station is the principal public transport gateway to the Westfield Shopping Centre, which opened in October 2008. The station modernisation, including escalator replacement, was completed on time on 6 October 2008. Wood Lane station also opened on target on 12 October 2008.

Difficulties with cost and design led to the suspension of the Step Free Access (SFA) element of the project. LU has commissioned a study to examine the options for use of the two shafts already constructed, for future SFA schemes.

Finsbury Park Congestion Relief

Spend to end of Q2 (£m)	EFC (£m)
3.2	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Complete Stages E-G	31-03-2009	31-03-2009	●
Completion	09-10-2012	09-10-2012	●

Finsbury Park station is one of the network's busiest bus, Underground and National Rail interchanges.

Advance design work on the refurbishment of two unused spiral staircases to relieve congestion continued during Quarter 2. Approval to commence these works is expected in December 2008.

Victoria Station Upgrade

Spend to end of Q2 (£m)	EFC (£m)
34.8	638.0

Milestones	Current Plan Date	Actual / F'cast Date	RAG
ITT main works implementation	29-09-2008	02-09-2008	Completed
Main Works ITT return	23-04-2009	25-11-2008	●
Stage 2 Main Works contract instructed	04-02-2010	10-12-2009	●
Completion	02-08-2018	02-08-2018	●

With 80 million people passing through it each year, Victoria is one of the most congested stations on the Underground network. Temporary station closures are regularly used to manage congestion, particularly during the morning peak. This project will provide a significant increase in passenger circulation space in key congested areas of the station and step free access from street to platform for the Victoria Line.

The Invitation To Tender for the Main Works was issued on 2 September 2008, ahead of plan, with contract award for the Implementation of the Main Works targeted for December 2009. The Transport Works Act Order (TWAO) Public Inquiry will commence in October 2008, with a decision from the Secretary of State expected in September 2009. Under the enabling works, asbestos removal and fireproofing is continuing to plan.

Tottenham Court Road Congestion Relief

Spend to end of Q2 (£m)	EFC (£m)
43.3	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Completion of Stage E design	28-02-2008	31-05-2008	Completed
Contract award –delivery demolition	16-01-2009	17-11-2008	●
Detailed design RIBA stage F complete	30-01-2009	15-12-2008	●
Start on site – demolition	30-06-2009	22-01-2009	●
Completion	15-08-2016	03-08-2016	●

Tottenham Court Road station is currently operating in excess of its capacity and suffers from significant congestion. Demand at the station is forecast to increase further with Crossrail. The congestion relief scheme includes an enlarged ticket hall, improved, additional entrances to the station, additional escalator access to the Northern Line platforms improved circulation space and step free access throughout the station.

The arrangements for titles and powers for compulsory purchase of property are being prepared and progressing well.

The works are packaged into two phases – demolition and enabling works, followed by main works. The demolition and enabling works tenders have been received and contract award is expected in November 2008, two months ahead of programme.

Bank

Spend to end of Q2 (£m)	EFC (£m)
4.5	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Bank (Walbrook Sq) – Complete design of tunnel breakthrough	28-02-2009	28-02-2009	●
Review of Stage B feasibility report complete	30-04-2009	25-03-2009	●

The Bank project consists of two workstreams:

Bank- Walbrook Square aims to provide more convenient access to streets south and south-west of the station, reduce congestion on the Waterloo & City (W&C) Line platforms, and provide step free access to the W&C Line.

Bank - Congestion Relief aims to relieve current and expected congestion in Bank station, which would lead to increasingly frequent station closures (notably of the Northern Line/DLR area) if nothing is done. There are two options under feasibility/engineering review and one will be progressed. The design is continuing, with the feasibility report due in March 2009.

Olympic Works (Station Accessibility)

Station	Spend to end of Q2 (£m)	EFC (£m)
Green Park	2.8	97.0
Baker Street	6.8	75.0
Southfields	1.8	17.4

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Southfields contract award – detailed design	17-09-2008	24-06-2008	Completed
Southfields Delivery into Service	01-10-2010	01-10-2010	●
Green Park Delivery into Service	17-12-2010	17-12-2010	●
Baker St Delivery into Service	22-11-2011	22-11-2011	●

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

Southfields - The project scope now includes the stations refurbishment works. The design and build contract has been let and detailed design is on target for completion by February 2009.

Green Park – The planning application was submitted in August 2008. Two objections have been received and are under negotiation. The programme is currently on target to meet the Olympic delivery date.

Baker Street – The scheme design was completed in Quarter 2 and the project has sought authority to proceed to detailed design and build. The possible need for a TWAO to build SFA to Platforms 5 and 6 may delay SFA to the Circle and Hammersmith & City Lines until September 2011. SFA to Platforms 1 to 4 is still planned for November 2010.

Stations Accessibility Works (2010 target)

Station	Spend to end of Q2 (£m)	EFC (£m)
Amersham SFA	0.3	*
Greenford SFA	0.2	*
Newbury Park SFA	0.2	*
West Kensington SFA	1.0	*
Osterley SFA	0.5	*
Kingsbury SFA	1.0	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Amersham SFA Delivery Into Service	23-12-2010	28-10-2010	●
Greenford SFA Delivery Into Service	23-12-2010	28-10-2010	●
Newbury Park SFA Delivery Into Service	23-12-2010	28-10-2010	●
West Kensington SFA Delivery Into Service	23-12-2010	28-10-2010	●
Osterley SFA Delivery Into Service	23-12-2010	28-10-2010	●
Kingsbury SFA Delivery Into Service	31-12-2010	05-11-2010	●

Amersham, Greenford, Newbury Park & West Kensington: These projects will contribute to the 25 per cent 2010 DfT accessibility target. Contracts are planned to be awarded in Quarter 3 for the detailed design and build of the four stations.

Both Osterley and Kingsbury stations are 2010 target stations. Osterley station will complete detailed design on 11 December 2009. Kingsbury station is expected to complete detailed design on 30 March 2009.

Cooling the Tube

Spend to end of Q2 (£m)	EFC (£m)
73.7	171.2*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Portable fan rollout summer 2008	31-08-2008	18-07-2008	Completed
Central services tunnel – Royal Institute of British Architects (RIBA) C approval	15-09-2008	15-09-2008	Completed
Victoria Line – Start on site MTV 1	01-10-2008	29-09-2008	Completed
Decommissioning of portable fans	31-01-2009	31-01-2009	●
Kings Cross RIBA D CDS approved	28-02-2009	28-02-2009	●
All Mid Tunnel Vents commissioned	31-07-2012	31-07-2012	●

This is a long term programme to control ambient temperatures, which are already high, and without intervention could rise to unacceptable levels as more energy is used within the tunnels to provide the Line Upgrade train service capability. Planned mitigation measures

* Programme over current business plan period to 2009/10

include improved energy efficiency, increased ventilation, and selected station cooling systems.

Priority is being given to the work needed to enable the planned Victoria Line upgrade train service. The Victoria Line Cooling works consist of Mid Tunnel Vent (MTV) Shaft upgrades, and cooling at specific stations. The Design and Build contracts for the first two (of up to sixteen) MTV sites are now underway and work started on site on 29 September 2008. Designs for Green Park station are at an advanced stage and interfaces with other projects at the station, and with Royal Parks, are being finalised. Designs for Victoria and Oxford Circus are progressing; designs for King's Cross have been shelved as a result of a value management review which has resulted in an improved approach to work at Euston, thereby covering cooling needs in the area.

The summer 2008 "Quick Wins" programme was completed successfully. All 39 portable fans were commissioned, two station air supply projects were complete, impulse fans were commissioned at two sites, a scheme to improve cooling at Seven Sisters was completed, and the cooling system at Euston Ticket Hall was put into service.

Research and development for air conditioning on deep tube trains is continuing. A full scale demonstration of a system on two cars in revenue service is planned to take place in 2010.

Operational Accommodation (OAIP)

Spend to end of Q2 (£m)	EFC (£m)
32.8	82.9

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Brixton Train Crew Accommodation (TCA) - Start on Site – Main Works	15-05-2008	04-04-2008	Completed
High Barnet TCA - Tender Award Completed	21-06-2008	20-06-2008	Completed
High Barnet - Start on Site	31-07-2008	31-07-2008	Completed
Edgware TCA - Commence Stage D-G	31-08-2008	29-08-2008	Completed
Brixton TCA - Practical Completion	30-06-2009	14-04-2009	●

This programme is to improve the condition, ambience, and capacity of staff accommodation.

- Brixton Train Crew accommodation – Work began on site in April 2008 with completion forecast ahead of target in April 2009.
- High Barnet – The main works contract commenced on site on 31 July 2008.
- Edgware Train Crew Accommodation – The detailed design began on 29 August 2008.

Connect Airwave

Spend to end of Q2 (£m)	EFC (£m)
42.3	*

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Upgrade Enhanced Base Transmission System (EBTS) to new airwave components – Batch 7	02-09-2008	16-05-2008	Completed
Upgrade EBTS to new airwave components – Batch 9	24-11-2008	18-08-2008	Completed

This project enhances the emergency services' communication system on the Underground by expanding coverage and capacity. The contract was awarded in January 2007 and work has progressed to an accelerated plan. The 125 stations required are now fully commissioned and in service. Extension of coverage to Stratford is now being considered.

Connect Works

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Connect – 4 Lines Radio Systems Go-Live	29-02-2008	29-02-2008	Completed
Central Line Radio – Commencement of train cutover	26-05-2008	14-07-2008	Completed
Northern Line Radio – Commencement of train cutover	22-09-2008	26-10-2008	▲

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

Only the Northern line now remains to be transferred onto the new radio system. Seven other stations across the network remain to be transferred due to legacy problems.

Future work is now focused on maximising the functionality of the train radio and video improvements. Outages on the system have required further work to improve system resilience. A revised resilience strategy is now in place.

Power Works

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Award Finchley Road & Neasden Detailed Design and Build (DD&B)	01-07-2008	08-05-2008	Completed
SSL Met Line DD&B issue of Invitation to Tender (ITT)	07-07-2008	04-09-2008	Completed
Jubilee Line Power Upgrade – Award Finchley Rd & Neasden design and build contract	01-08-2008	05-05-2008	Completed
Piccadilly – Provisional Concept Design Compete	18-08-2008	18-08-2008	Completed
SSL Power Upgrade – S&D package staged project life end	30-09-2008	03-10-2008	Completed
Victoria Line Upgrade (VLU) Power Upgrade – Full completion of 22Kv power cable	12-12-2008	12-12-2008	●
VLU Power Upgrade – Civil works complete	25-03-2009	25-03-2009	●
SSL Power Upgrade – Award design and build contract	01-03-2009	01-03-2009	●
Jubilee Line Power Upgrade – Power On	16-08-2009	10-06-2009	●

The power system upgrade programme will deliver the additional power capacity that is required in support of the line upgrades.

The delivery phase of the Victoria Line Power Upgrade remains on programme with final completion in December 2009. Completion of the 22kV power cable is planned for December 2008 and the civil engineering works will be complete in March 2009.

The Sub-Surface Lines Power Upgrade is progressing from scoping and development to detailed design and build. The first design and build package was tendered on 4 September 2008. The preparation of further tenders is underway for issue in Quarters 3 and 4.

For the Northern Line Power Upgrade, activity is currently on hold pending the resolution of fundamental project issues with Tube Lines, primarily the traction voltage. Negotiations are underway, with resolution not expected until early 2009.

On the Jubilee Line Power Upgrade, detailed design began in May 2008. Progress is generally on target for Power On in June 2009.

For the Piccadilly Line Power Upgrade, the current delivery programme and budget is based on a 630V specification rather than on a 750V. 750V offers greater operating efficiency and a new programme and cost is being developed for this.

London Rail

East London Line Extension

Spend to end of Q2 (£m)	EFC (£m)
526.1	988.9

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Main contractor takes occupancy of ELL Track way & Stations	31-03-2008	01-03-2008	Completed
Completion of the launch of bridge GE 19	31-05-2008	05-05-2008	Completed
Completion of main spar New Cross Gate	31-05-2008	11-05-2008	Completed
Handover of bulk supply point to EDF	31-08-2008	31-08-2008	Completed
Operational building complex available for use by employer	31-12-2008	31-12-2008	●
Test running	31-01-2010	14-05-2009	●
Trains in Service	30-06-2010	30-06-2010	●

The upgraded and extended East London Line (ELL) is planned to open in 2010 with TfL as the passenger service operator through a joint ELL/North London Railway concession with London Overground Rail Operations Ltd (LOROL). This project is an Olympic deliverable.

Bridge GE 19 (Great Eastern mainline), which on 28 May 2008 dropped approximately 200mm when the bearing taper plates and packing pieces became dislodged, has now been replaced into its final position and decking work has begun. An investigation was carried out and recommendations are being implemented. The GE 19 bridge work is not on the critical path for the programme.

Most contractor milestones were met in Quarter 2, including the approval of the signalling design on 27 June 2008. The New Cross Gate flyover main span was also completed on time in the Quarter.

The rate of submission of design proposals continues to improve, but is still behind target. This has caused delays to work in the southern section and some possessions have been used for enabling works (drainage) rather than main works. On the Network Rail sites, track and signalling work at West Croydon and Crystal Palace is now delayed to spring 2009, from summer 2008.

The project remains on track for the East London Line (ELL) to re-open by the scheduled date of June 2010.

London Rail Concession Rolling Stock

This programme is delivered under an operating lease. No direct costs are reported.

Milestones	Current Plan Date	Actual / F'cast Date	RAG
First NLR unit accepted	31-10-2008	12-11-2008	▲
First East London Rail unit delivered for NR test track	31-12-2008	31-12-2008	●
Trains in Service – North London Rail	31-12-2008	31-01-2009	▲
Trains in Service – East London Line	30-06-2010	30-06-2010	●
Last NLL unit accepted	14-01-2009	31-05-2009	●
Last ELL unit accepted	14-08-2009	14-08-2009	●

The London Rail Concession Rolling Stock project will provide 216 new vehicles in three-car and four-car formation to be utilised on the North London Railway (NLR) and the ELL.

The train manufacturer has declared a further delay of four weeks in the delivery of the NLR units, caused by the delay in the supply of interiors from overseas. Bombardier has presented a recovery plan, showing full fleet acceptance by May 2009. Unit 1 began testing on 19 August 2008; units 2 to 5 are now in production. The first unit of the new London Overground branded trains is still expected to be in operation by the end of 2008.

No delay to the ELL rolling stock has been declared, although this must be at risk given they follow on from the completion of North London Line (NLL) stock production. Train production is not currently on the critical path for the ELL Project. The trains in service milestone date is currently influenced more by the delivery of the ELL Project in 2010 and therefore a 13 week delay on the delivery of the final vehicle should not affect the date of service commencement.

DLR Bank-Lewisham 3 Car Infrastructure

Spend to end of Q2 (£m)	EFC (£m)
134.3	266.3

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Westferry platform units installed	17-08-2008	24-10-2008	▲
Sectional completion package 2	05-01-2009	05-01-2009	●
Sectional completion – Cable Street viaduct	31-01-2009	30-01-2009	●
Sectional completion – Stepney causeway	13-03-2009	13-03-2009	●
Construction/track work/signalling complete	31-01-2010	31-01-2010	●
Service operational	31-01-2010	31-01-2010	●

This project will deliver the structural works necessary for 3 car operation on the DLR from Bank and Tower Gateway to Lewisham.

During Quarter 2, all packages moved into construction. The platform units at Westferry station have been delayed due to delivery and installation delays of support steelwork. This milestone is not on the critical path. The Tower Gateway blockade began on 28 July 2008 and work is continuing to plan with a forecast reopening in spring 2009. Piling works have now been completed at Westferry and Limehouse. Single line operation began on Package 2 (Crossharbour to Lewisham) on 30 June 2008 to allow the construction of platform extensions. The works were completed successfully on 25 August 2008 and the line was fully reopened.

DLR Woolwich Arsenal Extension

This programme is delivered under a Private Finance Initiative (PFI). No direct costs are reported.

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Completion of station	27-08-2008	30-09-2008	Completed
Systems testing complete	31-12-2008	31-12-2008	●
Project completion	28-02-2009	28-02-2009	●

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

Progress has been good in Quarter 2. All major civil engineering works were completed and the gauge traction power and conductor rail testing are now all complete. The fit-out of the new Woolwich Arsenal station is nearly complete.

DLR Stratford International Extension

Spend to end of Q2 (£m)	EFC (£m)
89.8	192.7

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Stratford Int. Station - Completion of new platform structure	18-07-2008	06-10-2008	Completed
Stratford Int. Station - Completion of main platform canopy and finishes	03-11-2008	11-11-2008	●
Completion of construction of Star Lane platform, canopies and signalling equipment room	19-02-2009	12-03-2009	●
Complete works on Package 6	30-06-2010	30-06-2010	●
Service operational	30-07-2010	30-07-2010	●

This project covers the extension of the DLR from Canning Town to Stratford International, using the existing NLL alignment as far as Stratford Regional Station.

Package 8 (Network Rail platforms at Stratford Station) remains on target to be completed by 31 July 2010; all structural work has been completed (station box, link, western subway). The platform extensions were completed in Quarter 2.

On Package 6 (conversion of North London line to DLR), design and approval delays were experienced in the early part of Quarter 2, but have now been resolved. Package 6 is on schedule to complete by 1 July 2010.

DLR Railcars

Spend to end of Q2 (£m)	EFC (£m)
10.5	58.8

Milestones	Current Plan Date	Actual / F'cast Date	RAG
18 th vehicle delivered	18-09-2008	31-12-2008	■
18 th vehicle in service	18-10-2008	14-02-2009	■
24 th vehicle delivered	16-12-2008	18-03-2009	■
1 st railcar delivered for Stratford Int. Extension	09-01-2009	20-06-2009	■
24 th vehicle in service	16-01-2009	02-06-2009	■

This project covers the provision of 16 extra DLR railcars for 3-car operation, 6 for the Woolwich Arsenal extension, 9 for the Stratford International extension and 22 for the Games. The production of railcars by Bombardier is behind programme. At the end of Quarter 2, the Beckton depot had received 11 new vehicles against a target of 18 by 18 September 2008. Trial running has now begun for the first 3 vehicles, but is behind programme due to the delays in train production. The type testing results of the first trains have been analysed to ensure that further deliveries address initial test findings.

North London Railway Infrastructure Project

Spend to end of Q2 (£m)	EFC (£m)
20.5	237.1

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Completion of preliminary (GRIP4) design	30-09-2008	30-09-2008	Completed
Prime contract award	31-10-2008	31-10-2008	●
Project completion	31-01-2011	31-01-2011	●

The North London Railway Infrastructure Project (NLRIP) covers a programme of track, signalling and civil infrastructure enhancements to facilitate the operation of the future London Overground service commitment, which is to be introduced in January 2011.

Market testing of the cost estimates has suggested that the expected cost would be over the budget, so value engineering and scope reduction options have been assessed. The preferred option is a reduction of the off-peak service to 6 trains per hour (from 8 tph) from Camden Road to Stratford. This revised service pattern proposal is now with the Office of Rail Regulation for formal consultation. Network Rail has confirmed support for the proposed service pattern.

During Quarter 2, all preliminary designs were approved in principle by Network Rail and issued to tenderers. Contract award for the main works is expected in February, subject to approval by the Network Rail Board.

The line opening date remains at January 2011.

Surface Transport

iBus

Spend to end of Q2 (£m)	EFC (£m)
59.6	81.8

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Roll out of 3,300 buses	29-07-2008	25-06-2008	Completed
Roll out of new technology to fleet substantially complete (7,300 buses)	28-02-2009	18-02-2009	●
All vehicles in fleet (8,208) installed with iBus	30-04-2009	30-04-2009	●
Old system decommissioned and all operations transferred to new system	28-02-2009	30-06-2009	■

The iBus project is to procure and implement a radio communication and Automatic Vehicle Location solution. This will improve quality of information to customers, both on-bus (through audio-visual next stop information), and at bus stops and reduce the current risk of a system failure.

The entire fleet (8,208) vehicles will be complete on schedule by the end of April 2009. The milestone to decommission the old system is still forecast to be delivered four months behind schedule at the end of June 2009, due to the earlier delays in rollout of the new system.

Congestion Charging Re-Let

Spend to end of Q2 (£m)	EFC (£m)
47.1	104.5

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Selection of retail service providers	29-08-2008	30-09-2008	Completed
Release 1 – go-live of new contract for extended zone	01-11-2009	01-11-2009	●
Completion of delivery stage (release 1)	30-11-2009	30-11-2009	●
Financial close (release 1)	28-03-2010	28-03-2010	●
Release 2 – go live of account based charging using ANPR or DSRC enforcement technology	01-11-2010	01-11-2010	●

The Congestion Charging Re-Let project is to establish new contracts for the operation of the extended zone and to operate the Low Emission Zone. The re-let will allow the introduction of customer accounts and new detection technology to facilitate more flexible charging options.

The selection of the retail provider (E-Pay) occurred at the end of September, a month later than planned. This will not affect the delivery of the rest of the project. This project is now forecasting a final cost of £104.5m, which is a reduction of about £20m since Quarter 1, largely due to savings on the final costs of the Electronic Point of Sale (EPOS) service provider, but also due to a change of supplier on camera link installation and other smaller savings.

Greenwich Waterfront Transit (Phase 1)

Spend to end of Q2 (£m)	EFC (£m)
4.2	46.4

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Detailed design submitted for approval	12-08-2008	02-09-2008	Completed
Dispatch tender documents	18-08-2008	30-07-2009	■
Complete preparation of Orders and Planning Applications	06-10-2008	01-12-2008	▲
Construction commences	31-07-2009	30-11-2009	■
Construction completed	29-08-2011	01-11-2011	■
Service commences	31-10-2011	10-12-2011	▲

This project is to establish a 13km bus transit route from Abbey Wood to North Greenwich via Woolwich, part of which will be a segregated bus way, to be completed by the end of 2011.

The Greenwich Waterfront Transit detailed design was completed three weeks late due to problems with the drainage and lighting designs. The submission of tender documents has been deferred due to delays with the Compulsory Purchase Order (CPO) process. The milestone to complete preparation of orders and planning applications is delayed by eight weeks until the beginning of December due to changes in the CPO boundaries. Discussions have taken place with the LDA and London Borough of Greenwich to explore mitigations to the concerns raised by residents.

Since Quarter 2 closed, the remaining milestones have slipped and the service commencement milestone has slipped by two periods to December 2011.

Programmes (over £10m per annum)

TLRN Capital Renewal

This is an “annualised programme”, where minor schemes are delivered on a rolling basis. Costs are based on a yearly budget.

Spend to end of Q2 (£m)	EFC (£m)
17.0	46.6

Milestones	Current Plan Date	Actual / F'cast Date	RAG
Q1 Target of 14 Capital Renewal schemes to achieve Gate 2 approval	20-06-2008	12-09-2008	Completed
Q2 Target of 60 (cumulative) Capital Renewal schemes to achieve Gate 2 approval	12-09-2008	07-11-2008	▲
Q3 Target of 144 (cumulative) Capital Renewal schemes to achieve Gate 2 approval	05-12-2008	05-12-2008	●
Q4 Target of 200 (cumulative) Capital Renewal schemes to achieve Gate 2 approval	31-03-2009	31-03-2009	●

The Transport for London Road Network (TLRN) Capital Renewal Programme involves the reconstruction and resurfacing of carriageways and footpaths to improve their condition and safety, and the renewal, upgrading and improvements to bridges, tunnels, lighting and other equipment.

At Quarter 1, two of the targeted 14 schemes had reached the Gate 2 (Delivery) target. This was due to optimistic programming when the targets were produced. A rolling programme was established and the revised set of targets for Quarter 2 - Quarter 4 are shown in the table above. Against the revised Quarter 2 target of 60, only 37 schemes had reached Gate 2. The expected outturn in the year is 200 schemes past Gate 2, an increase on the 168 originally approved by PRG in Quarter 1 2008/9.

The current measure of success for this programme does not fully reflect the full outputs of the TLRN programme – it focuses on the number of schemes and does not take into account size or complexity. Surface Transport is to produce better measures for the 2009/10 year.

As a consequence of the under delivery of schemes, the programme is also under spending compared to the original budget profile. At this mid point, the programme has spent £17m compared to the original £27m budgeted. The Quarter 2 forecast shows an accelerated spend towards the year end in line with the revised delivery profile. Surface Transport is confident that they will achieve their year end target.

Accident Reduction Road Safety

Spend to end of Q2 (£m)	EFC (£m)
2.1	9.7

Milestones	Current Plan Date	Actual / F'cast Date	RAG
6 cumulative LRSU Gate 2 sign offs at Q2	12-09-2008	07-11-2008	▲
42 cumulative LRSU Gate 2 sign offs at Q4	31-03-2009	31-03-2009	●

The Accident Reduction Road Safety Plan involves making changes to the physical road layout of Borough roads at selected locations, road surfaces, signing and other changes as required for each road safety remedial measure.

The Quarter 2 target of 6 schemes reaching a Gate 2 sign off has not been achieved and instead only one scheme was achieved. However, 11 outstanding Gate 2 sign offs have been completed from the 2007/8 programme.

As with the TLRN Capital Renewals programme, the measures of success does not fully reflect the outputs of the programme and Surface Transport is to produce more appropriate measures for 2009/10.

The Streets directorate has been restructured (Project Delta) to improve operational efficiency and delivery. This is expected to improve the delivery of annualised programmes in the second half of the year and thereafter.

TLRN Cycling Capacity

Spend to end of Q2 (£m)	EFC (£m)
2.1	23.2

Milestones	Current Plan Date	Actual / F'cast Date	RAG
10 cumulative schemes have Gate 2 sign off at Q2	12-09-2008	07-11-2008	▲
57 cumulative schemes have Gate 2 sign off at Q4	31-03-2009	31-03-2009	●

The TLRN Cycling Capacity Programme programme delivers new or upgraded assets including cycle advance areas, new crossings, on-highway priority measures, secure parking, access at major junctions, safety improvements, traffic free areas, green routes through parks and along waterways.

For TLRN Cycling only one Gate 2 sign off was achieved from the 2008/9 programme. However, four outstanding Gate 2 signs off were achieved from the 2007/8 programme.

The Project Delta restructure should improve the delivery of this programme moving forwards.

As with the other programmes, Surface Transport is to produce more appropriate measures for 2009/10.