

TRANSPORT FOR LONDON

FINANCE AND POLICY COMMITTEE

**SUBJECT: TfL INVESTMENT PROGRAMME REPORT –
FOURTH QUARTER 2009/10**

DATE: 9 JUNE 2010

1 PURPOSE AND DECISION REQUIRED

- 1.1 The Investment Programme report for the fourth quarter of 2009/10 (13 December 2009 – 31 March 2010) is attached to inform the Finance and Policy Committee of Transport for London's Investment Programme performance.
- 1.2 The paper will be considered at the TfL Board meeting to be held 23 June 2010.

2 RECOMMENDATION

- 2.1 The Finance and Policy Committee is asked to NOTE the report.

3 CONTACT

- 3.1 Contact: Steve Allen, Managing Director, Finance
Number: 020 7126 4918
Email: SteveAllen@tfl.gov.uk



Investment Programme **Report**

Fourth Quarter 2009/10

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Transport for London

Investment Programme Report

Fourth Quarter, 2009/10 (13 December 2009 – 31 March 2010)

I. Programme Highlights

The key highlights from the fourth Quarter of 2009/10 were:

- Tottenham Court Road Underground station – main works contract awarded
- Southwark station refurbishment completed
- Blackwall Tunnel northbound – main works commenced
- DLR Three Car Infrastructure – snagging works at Tower Gateway completed
- A406 Bounds Green – main works contract awarded

Post Quarter events include:

- East London Line – preview service commenced running between Dalston Junction and New Cross Gate
- North London Line – final delivery of new Electrostar trains
- Cycle Hire – contract signed to supply bicycles and docking systems
- Victoria station upgrade – main works contract awarded
- Hatton Cross station – enhanced refurbishment completed

Cover picture:

Two of the new East London Line trains are pictured in the care depot at New Cross Gate. A new fleet of 20 walk-through and air-conditioned Class 378 Electrostar trains with a capacity of 494 passengers has now commenced operation on the East London Line. The new trains feature driver-monitored CCTV, wider doors and gangways and wheelchair spaces. A further 13 trains will join the fleet by 2012.

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 multitude 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 report covers discrete projects with a total cost greater than £50m and programmes spending over £10m per annum. For each project, key milestones are listed with a forecast date compared against the March 2009 baseline. If appropriate, additional milestones from the 2009/10 Budget document are included.

Key to RAG status:

Status	Discrete Projects	Annualised Programmes
●	Within 1 month of target	100% of target achieved
▲	Between 1 - 3 month delay	>75% of target achieved
■	Greater than 3 month delay	<75% of target achieved

This report focuses on the delivery of investment projects. For discussion on financial performance, see the Quarter 4 Operational and Financial Report.

The estimated final cost (EFC) of some of the projects are not included (marked as *) for reasons of commercial confidentiality.

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LU line upgrade – Victoria Line

Spend to end Q4 2009/10	EFC to 2017/18 £m
694.9	1,071.1

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Start trialling the new service control centre (signalling control) in passenger hours	23/03/2009	13/09/2009	Completed
Power supply upgrade complete	16/06/2009	16/06/2009	Completed
Start trialling T2 in traffic hours with passengers	14/10/2009	21/07/2009	Completed
Full approval to operate production trains on the Victoria line	27/11/2009	27/11/2009	Completed
All track works complete	14/01/2010	14/01/2010	Completed
Decommission first 1967 Tube stock	30/01/2010	30/01/2010	Completed
Start to control Victoria Line operations from the new service control centre	15/08/2011	15/08/2011	●
Demonstration of Line Upgrade Capability (V5.0 - JTC2)	26/04/2012	26/04/2012	●

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.

The programme remains on target and budget to complete ahead of the contractual completion date of August 2013. Signalling reliability has continued to mature and the critical milestone to decommission the first of the old trains (67 Stock) was successfully achieved on 30 January 2010.

Despite a range of build quality issues, train deliveries and testing have continued during the quarter. On 25 March 2010, the first train successfully entered into the morning peak passenger service. On the weekend of 10/11 April 2010, five trains simultaneously operated in passenger service. Since then, two trains have been operating during peak hours.

The new line management system has now been installed and is undergoing testing. Control from the new service control centre remains on target for the formal demonstration of operation by 15 August 2010.

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LU line upgrade – PPP JNP

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Jubilee Line - TBTC Contract - J2/3 Ready for revenue service - Seltrac PM Mode	06/09/2009	TBA	■
Jubilee Line - Power Upgrade - power on	28/09/2009	10/09/2009	Completed
Jubilee line - J5 - ready for revenue service	15/04/2010	TBA	■
Northern Line – 50 per cent of trains converted	31/01/2010	05/05/2010	■
Northern Line - full journey time capability	26/10/2011	30/04/2012	■
Piccadilly line upgrade - select rolling stock supplier	31/12/2009	TBA	■
Piccadilly line upgrade - contract award	02/08/2010	TBA	●

Jubilee Line:

Tube Lines Limited (TLL) had full line closures of the Jubilee line during the Easter and May Day bank holidays. During these closures, TLL undertook final system testing in the section between Stratford and Waterloo and also handed this area over to LU for trial operations. The trial demonstrated that the system remains immature with a high incidence of software and hardware faults.

TLL's proposed commissioning strategy is for passenger services to commence on the J23 section of the line during weekends to establish operator confidence and the reliability of the system. As the system has proven unreliable the introduction of a weekend TBTC service east of Waterloo has been deferred until July subject to seeing improved performance in the closure now planned for 3/4 July. Much work remains to be done to deliver the TBTC system in the J5 area at the northern end of the line, with little prospect of this being achieved before the end of August.

Northern Line:

TLL have provided a revised programme for the Northern Line (which takes account of the delay that has been experienced on the Jubilee line) and forecasts completion in April 2012. This programme is based on over 60 weekend closures and early closing of parts of the line Monday to Thursday starting in July with closure at 10pm (with last trains at around 9:30 pm) on the Bank branch and on the Barnet branch north of East Finchley.

TLL's series of weekend closures has commenced, these are initially at the south end of the line. TLL plan to complete the first section between Highgate and High Barnet for LU to use for driver training during engineering hours in March 2011. In line with this, the rolling stock programme has been rephased, which is now to complete by early 2011. As a result, the

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conversion of the train fleet has continued but the target to achieve conversion of 50 per cent of the fleet slipped further by two weeks to 5 May 2010 since Quarter 3.

Piccadilly Line:

Following the agreement reached to buy Tube Lines, TfL will be reviewing the programme to minimise disruption and take into account the opportunities for synergies with the rest of the LU upgrade programme.

LU line upgrade – Sub-Surface Railway

Spend to end Q4 2009/10 £m	EFC to 2017/18 £m
1,040.2	4,220.0

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Old Dalby Test Track - All items in place to enable test track to receive and first test train	13/04/2009	23/03/2009	Completed
First pre-production S Stock delivered to Old Dalby	30/04/2009	26/02/2009	Completed
Issue ATC invitation to tender	31/08/2009	16/07/2009	Completed
Train Delivery - first train delivered to London Depot	01/11/2009	21/10/2009	Completed
Signalling - Phase 1a immunisation works - operational segment 1	26/11/2009	13/09/2009	Completed
First S8 train in Passenger Service	30/09/2010	31/07/2010	●
Start of full infrastructure integration testing	31/07/2011	31/07/2011	●
S Stock migration complete	31/07/2015	31/07/2015	●

The Sub-Surface Railway 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.

Testing of the first new train is underway. The programme for the introduction of the first S8 train into service has slipped by four weeks due to adverse weather. The programme remains on target to achieve the introduction of the new train (S Stock) into service on 31 July 2010. Refurbishment work at the Neasden Depot has begun with the construction of the new train cleaning shed.

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The procurement of the new signalling contract is underway. Evaluation of the received tenders is underway and contract award is on target for January 2011. Subject to risks around an early contract award being mitigated and a successful Gate D (contract award) approval, it is planned to accelerate the contract award.

The S Stock migration complete milestone is now forecast to be achieved on plan due to a commercial agreement being reached with Network Rail on the upgrade of the traction power for the Wimbledon Branch. The traction power upgrade is required for both S7 District line and upgraded mainline service. The upgrade includes a new bulk supply point at Staines that is being jointly funded by LU and Network Rail. Until recently, Network Rail had been forecasting a completion date after the S7 requirement. A commercial and technical agreement has now been reached that matches the S7 programmes.

Channel Tunnel Rail Link at King's Cross

Spend to end Q4 2009/10 £m	EFC £m
864.6	876.9

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Completion of escalator installation and commissioning	14/09/2009	31/07/2009	Completed
Northern Ticket Hall (NTH) - open to public	31/12/2009	29/11/2009	Completed
Completion of Phase II Works (excl post NTH works)	30/04/2010	30/04/2010	Completed
Completion of Phase II works (incl post NTH works)	01/10/2010	01/09/2010	●

King's Cross congestion relief delivers 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 and improved links to Northern, Victoria and Piccadilly lines, and the new Channel Tunnel Rail Link Terminal. The King's Cross project is funded by the Department for Transport and contracted by London Underground.

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

The northern ticket hall was completed on time and formally opened on 29 November 2009.

The remaining work includes a lift for mobility impaired persons and site installation works have begun. The completion of all works milestone remains on target to be delivered before 1 October 2010.

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Bond Street Congestion Relief

Spend to end Q4 2009/10 £m	EFC £m
13.6	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Stage D design complete	30/01/2009	31/10/2008	Completed
ITT issued detailed design and construction	03/08/2009	11/01/2009	Completed
Main works contract award	18/09/2010	26/07/2010	●
Completion	28/04/2017	03/03/2017	●

Bond Street station is a key interchange between the Jubilee and Central lines. Long term 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 step-free entrance and ticket hall on Marylebone Lane
- four 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

Tender documents for detailed design and construction were issued on 11 January 2010. All three invited tenderers submitted a tender return on 23 April 2010. A bid assessment team has been assembled. Notices have been prepared for the extinguishment of leases for the three tenancies within the ticket hall. Contract award is now planned for 26 July 2010. The main works contract tender was consciously held back to assess affordability which is why the contract award, and the completion date, are nearly six months later than the original plan.

A review meeting has been held on the integration of the Crossrail and LU works for the Station Operations Room to avoid having to integrate the control rooms at a later date and increased cost.

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Paddington (Hammersmith & City) Congestion Relief

Spend to end Q4 2009/10 £m	EFC £m
10.4	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Stage D (Final Report) sign off	14/12/2009	12/06/2009	Completed
LU approve Crossrail Detailed design for Interim & Final Scheme	13/11/2010	18/10/2010	●
Completion	25/11/2013	26/03/2013	●

Paddington (Hammersmith & City line) station is one of LU's top priorities for congestion relief because of demand growth associated with local area redevelopment and the Sub-Surface Railway upgrade. The project seeks to deliver congestion relief and step-free access benefits to ensure the continued safe operation of the station.

The Network Rail, Crossrail and LU project components are now combined into the Paddington Integrated Project with co-located project teams and a joint project steering board.

The management agreement with Crossrail for implementation of LU works has now been finalised and signed by both parties. Details of what Crossrail will deliver on LU's behalf have also been agreed.

Crossrail's contractor, Carillion, has mobilised and commenced ground works on the taxi ramp and on the triangle site, one period behind plan. Main demolition activity is to take place during the three week Hammersmith & City blockade from 24 July to 16 August 2010.

City of Westminster has approved the planning application for the escape stair but arrangements for land to position the exit have not yet been finalised with landowner Aviva (Crossrail led negotiations are encompassing wider ranging access issues).

LU's enabling works to the platform are substantially complete and the contractor has been instructed to proceed with 7th car enabling works.

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Victoria Station Upgrade

Spend to end Q4 2009/10 £m	EFC £m
76.5	713.4

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Financial approval (main works)	21/10/2009	21/10/2009	Completed
Main works contract award	28/10/2009	15/04/2010	Completed
Asbestos removal and finishes – all works on site complete	15/10/2010	31/10/2010	●
Take possession of LandSec land for NTH worksites	27/05/2011	28/04/2011	●
Delivery into service	01/02/2019	12/10/2018	●

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 Finance and Policy Committee granted procurement authority for the VSU main works contract on 9 March 2010. The standstill period ended on 22 March 2010 and the contract was awarded to the Vinci BAM Nuttall joint venture on 15 April 2010.

Installations for the advanced ground/structures monitoring have progressed well, both inside the LU station and on adjacent buildings. Thames Water has commenced the sewer diversions in Wilton Road following its closure to general traffic.

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Tottenham Court Road Congestion Relief

Spend to end Q4 2009/10 £m	EFC £m
129.9	520.0

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Detailed Design RIBA Stage F complete	30/01/2009	26/01/2009	Completed
Start on site demolition	30/06/2009	19/01/2009	Completed
Funding approval for full project	16/02/2010	21/10/2009	Completed
Main Construction - tender award	19/02/2010	06/01/2010	Completed
Start on Site - main construction	21/02/2010	18/01/2010	Completed
Completion of demolition of Goslett Yard	21/08/2010	28/06/2010	●

The congestion relief scheme includes an upgraded and enlarged ticket hall, three new entrances, additional escalator access to the Northern line platforms, improved circulation space, step-free access throughout and an interchange with Crossrail.

The project has been presented to the City of Westminster Policy and Scrutiny Committee where works on Oxford Street were positively received with feedback from Councillors that the diversion route was working well.

Goslett Yard demolition is complete to ground level across the southern half of the site, the northern area is progressing to plan. Specifications for the measured survey, structural survey and internal monitoring of the House of St Barnabas have been issued to Crossrail.

The piling platform for the Northern line escalator box has been prepared. Pile caps for the service bridges are complete and steelwork has been installed as planned.

Thames Water has now completed the excavation under Oxford Street for the sewer diversion and is continuing to install sections of the sewer liner for the subsidiary main. The trunk water main is complete according to plan.

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Bank Congestion Relief and Step-Free Access

Spend to end Q4 2009/10 £m	EFC £m
5.7	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Bank Northern LUL review of stage B feasibility Report	21/06/2009	18/05/2009	Completed
Bank Northern FGM Financial approval stage C design	18/08/2009	30/06/2009	Completed
Bank Northern Contract award RIBA C design	31/03/2010	14/12/2009	Completed
RIBA C Design Accepted / Phase Complete	05/02/2011	03/12/2010	●

Bank Northern line congestion relief aims to relieve current and expected congestion in Bank station, which would lead to increasingly frequent congestion of the Northern line/DLR area and station closures. Design work to RIBA stage C has continued on the preferred option to schedule. A joint working group between the Corporation of London and LU is set for the end of April 2010 to promote effective project development and funding strategies.

Bank Walbrook Square

Spend to end Q4 2009/10 £m	EFC £m
3.8	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Complete Design of Tunnel Breakthrough	28/02/2009	13/02/2009	Completed
Complete Design of Box Fit out (Design)	30/08/2010	03/01/2011	■
Detail Design Compliance Submission	13/11/2010	16/09/2010	●

Bank Walbrook Square aims to provide more convenient access to streets south and south-west of the station, reduce congestion on the Waterloo & City line platforms, and provide step-free access to the Waterloo & City line. LU will fund the construction of the station box shell which will be delivered by the developer (Legal & General). LU will fit out the station box to complete the new entrance. Significant delays to the project have been caused by the withdrawal of the developer's contractor. RIBA Stage E design has commenced on the station box fit out work. Tenders for the heavy duty escalators have been returned and are under review.

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Green Park Step-Free Access

Spend to end Q4 2009/10 £m	EFC £m
23.7	96.7

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Green Park Start on site	25/07/2009	15/04/2009	Completed
Lifts 5 and 6 installation start	31/03/2011	11/02/2011	●
Green Park Delivery into service (as agreed with ODA)	19/12/2011	24/10/2011	●

This project provides step-free access at Green Park station, this will provide a key interchange for mobility impaired passengers travelling to 2012 Games events using the Underground. The programme is currently on target to meet the Games delivery date of December 2011.

In Quarter 4, work on site included the sinking of a new lift shaft to the ticket hall area and the excavation of the mid-lobby areas. Delivery into service remains ahead of the agreed delivery date, with a forecast of 24 October 2011.

Cooling the Tube

Spend to end Q4 2009/10 £m	EFC £m
134.5	790.5

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Out of service fans – Phase 1 fans available for use	18/08/2009	22/07/2009	Completed
Mid Tunnel Vents Tranche 1 – Drayton Park brought into beneficial use	07/09/2009	02/08/2009	Completed
Mid Tunnel Vents Tranche 1 – Tynemouth Road brought into beneficial use	30/10/2009	30/10/2009	Completed
Victoria line: mid tunnel vents tranche 2 - first site brought into beneficial use	16/10/2010	16/08/2010	●
Victoria line: mid tunnel vents tranche 3 - first start on site	11/12/2010	09/11/2010	●

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This is a long term programme to control ambient temperatures, which are already high. Without intervention, temperatures could rise as more energy is dissipated within the tunnels due to increased train service capability delivered by the line upgrades. Planned mitigation measures include improved energy efficiency, increased ventilation and selected station cooling systems.

Due to budgetary pressures, only the works to support the Victoria line upgrade are being progressed. Victoria line station-based cooling system designs are complete and the implementation of cooling at Victoria Station is being integrated with station upgrade works.

Work is on site for the first two of the three planned tranches of the mid-tunnel ventilation upgrades. The upgrades require the removal of the old fans and structural work to the shafts before higher capacity fans are installed. All four of the tranche 1 vent shafts are now complete and in use, two are operating at reduced capacity until sound level control measures are completed. All four tranche 2 sites are now in construction and the tranche 3 designs are complete and under review.

Operational Accommodation

Spend to end Q4 2009/10 £m	EFC £m
57.5	64.2

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Brixton Operations Centre - practical completion	30/06/2009	30/06/2009	Completed
Leytonstone TOM - contract award	15/09/2009	21/07/2009	Completed
High Barnet: new depot - practical completion	25/09/2009	16/09/2009	Completed
Griffith House - Construction contract award	22/11/2009	02/11/2009	Completed
Harrow on the Hill TCA - 1st year occupation	22/01/2010	11/12/2009	Completed
Hammersmith TCA - Fit-Out Complete	16/02/2010	21/02/2010	Completed

This programme is to improve the condition, ambience, and capacity of staff train crew accommodation (TCA).

- Griffith House/Edgware Road – the critical bridge link between Griffith House and Edgware Rd Station was installed on 21 February 2010 on programme and is now delivered into service. The project is currently on schedule.

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- Hammersmith TCA – the fit out was completed on 21 February 2010 and the building was brought into use on 11 April 2010, on target.

Connect and Connect Airwave

Spend to end Q4 2009/10 £m	EFC £m
260.4	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Metronet Video Cut-in - installation complete 26-50 (of 100)	17/08/2009	22/05/2009	Completed
Tube Lines Video Cut-in - installation complete 21-40 (of 80)	28/10/2009	22/09/2009	Completed
Rationalisation of LUL video circuits - complete	05/10/2009	12/02/2010	Completed
Additional Connect Resilience - 2nd Stage 'Quick Wins' (Equipment and Process)	28/10/2009	06/10/2009	Completed
Metronet Video Cut-in - installation Complete 76-100 (of 100)	29/10/2010	21/06/2010	●
Survey and implementation for Tubelines video cut-in - practical completion	16/10/2010	30/07/2010	●

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

Works to provide increased functionality, resilience, and improved video capability on the new Connect system are progressing. The rollout of the train mobile software has been delayed due to an interference issue with the Tracknet system, but is due to recommence in May.

The Connect Airwave project enhances the emergency services' communication system on the Underground by expanding coverage and capacity. Airwave Phase 2, including an extension of coverage to Stratford, has now been agreed with the National Police Information Authority (NPIA). Two of the three contract packages are progressing to plan but the frequency planning package is delayed by two months. This delay is not affecting any other part of the programme.

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Major Power Works

Spend to end Q4 2009/10 £m	EFC £m
232.4	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Jubilee line - power on	28/09/2009	10/09/2009	Completed
Piccadilly line - award contract scoping and development	31/10/2010	29/10/2010	●
Victoria Line - overall completion and power audit	08/12/2009	23/11/2009	Completed
SSR - Approval of baseline contractor programme for package 1	03/07/2009	02/07/2009	Completed
SSR – Package 1a. Finchley Road substation – start on site	24/12/2009	09/11/2009	Completed
SSR - Package 2 contract award	01/05/10	01/04/10	Completed
SSR - Package 4 completion of Edgware Road bulk supply point boundary wall piling	18/09/10	19/07/10	●

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

The Victoria line power upgrade was completed in November and additional resilience, to ensure security of supply once the full line upgrade service is implemented, is to be completed by mid June 2010.

The Sub-Surface power upgrade is progressing. Package 1 (Metropolitan line north of Baker Street) is on plan. Package 2 (District/Circle/Metropolitan Acton Town and Baker Street group) was awarded to EDF on 1 April 2010 and mobilisation has begun and is on plan. On package 4 (Bulk Supply Point at Griffith House), intrusive surveys are being carried out. Package 6 (132Kv feed to Griffith House Bulk Supply Point and Neasden) works will commence in mid 2010/11.

For the Piccadilly line power upgrade, options are being developed to maximise the efficiency of the existing infrastructure prior to the development of the new line upgrade programme and all milestones will be revised.

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Central Line Bogie Modifications

Spend to end Q4 2009/10 £m	EFC £m
40.0	64.4

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Commence manufacture	28/02/2009	05/01/2009	Completed
48 frames delivered to fleet	02/06/2009	29/04/2009	Completed
960 frames delivered to fleet	13/07/2010	11/06/2010	●
1,420 frames delivered to fleet (manufacture complete)	31/01/2011	03/01/2011	●

Following the Chancery Lane incident, this project was instigated to address the issues identified in the Aylward Inquiry. The project comprises the re-design, manufacture and fitting of 1,420 new bogie assemblies to the entire Central line fleet, known as 1992 Stock.

The manufacture of the new bogie frames began in January 2009 and the delivery schedule is on target with approximately 832 frames delivered to fleet and 561 overhauled bogies returned to service by the end of the quarter. The programme sustained the planned rate of one train (four units) per week.

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Track Renewal BCV/SSR

Spend to end Q4 2009/10	EFC to 2017/18 £m
420.2	1,218.6

SSR Milestones	Current Plan Date	Actual/F'cast Date	RAG
Ballasted Track Replacement and reballast – 18,680m achieved	31/03/2010	08/02/2010	Completed
Points and crossings - 11 units achieved	31/03/2010	06/07/2009	Completed
BCV Milestones	Current Plan Date	Actual/F'cast Date	RAG
Ballasted Track Replacement and reballast - 1,415m achieved	31/03/2010	01/03/2010	Completed
Points and Crossings - five units achieved	31/03/2010	31/05/2010	▲
Class 1 (Expected trackform life of 40 years) - 2,429m achieved	31/03/2010	17/05/2010	▲

During Quarter 4, production was broadly on target but two points and crossings improvements have been deferred, resulting in a slip of the target to 31 May 2010. Asbestos found on the Central line has caused a delay to the delivery of the Class 1 trackform life target to 17 May 2010. Encapsulation techniques are being trialled.

Track Renewal JNP

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Tube reconditioning 1,270m	26/05/2009	26/05/2009	Completed
Track replacement 1,000m	07/09/2009	31/03/2010	Completed
Workbank 5 - project close out	16/10/2010	28/09/2010	●

JNP track is split into enhanced track replacement and deep Tube reconditioning. This work is devised, planned and managed by TLL and agreed with LU through the Annual Asset Management Plan (AAMP).

All enhanced track replacement works are completed for Review Period 1 (RP1), with no further work envisaged.

Re-railing works are programmed at 18 sites, of which 15 are complete and the remainder are on site. The installation of check rails at Kennington loop and South Kensington to Knightsbridge are complete.

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Conductor rail replacement increased from 1,000m to 2,350m during the quarter at the northern end of the Piccadilly Line.

The work package plan for track drainage (up to RPI) has been agreed and works, although delayed, are due to be completed by the RPI deadline.

Civils BCV/SSR

Spend to end Q4 2009/10	EFC to 2017/18 £m
94.4	646.6

BCV Milestones	Current Plan Date	Actual/F'cast Date	RAG
C164-EM2 Northolt to South Ruislip C164 practical completion	08/10/2009	05/06/2009	Completed
C156 EM3, 4, 7, 8 and 9 - Perivale to Greenford C156 practical completion	23/05/2010	19/02/2010	Completed
SSR Milestones	Current Plan Date	Actual/F'cast Date	RAG
D164-EMI,2,4,5 East Putney to Southfields D164 start on site	10/07/2009	21/07/2009	Completed
D164-EMI,2,4,5 East Putney to Southfields D164 practical completion	20/09/2010	20/08/2010	●

Following the integration of Metronet, BCV and SSR structures are jointly managed. The programme comprises a range of improvement and monitoring works to the civils assets on the BCV and SSR networks.

The current two year programme comprises approximately 40 separate remediation projects across the four asset groups. The condition of the assets in the programme is generally well known, but the Civils team is working to complete the asset condition database and a whole-life cost model for each of the four asset classes.

On bridge projects, the tenders for the deck replacement for Bridge D83A at Hammersmith were received on 15 March 2010 and replacement is due in October 2010.

Earth structure projects are generally on programme. Four live projects are on site and running to programme. Two projects are due to commence in Quarter 1 2010/1, at Upminster Bridge and Chiswick Park.

On track drainage, 6,605m was achieved by year end, 40 per cent above the target of 4,577m and at 27 per cent below the planned unit cost. This productivity improvement results from a revised working methodology, including dedicated planned possessions.

London Underground

Civils JNP

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Earth Structures – complete environmental surveys for remediation sites	05/06/2009	26/05/2009	Completed
P273 Drainage discharge – complete drainage discharge final scope	20/12/2009	14/03/2010	Completed

The JNP civils programme comprises the same scope as the BCV/SSR programme, aimed at maintaining the civils assets to a defined condition. In 2009/10, work was focused on embankments and drainage projects.

Strapping works for seven rings on tunnel segments between Baker Street and Bond Street, southbound on the Jubilee line have been completed. A further three rings have deteriorated and straps will be installed imminently.

LU has instructed TLL to start the design work for the trial tunnel lining works in the disused Charing Cross tunnel, this should be completed in Autumn of this year.

London Underground

Station Upgrades – BCV/SSR

Spend to end Q4 2009/10	EFC to 2017/18 £m
1,071.8	1,989.8

BCV Milestones	Current Plan Date	Actual/F'cast Date	RAG
Oxford Circus station modernisation - delivery into service agreed by LUL	25/05/2009	25/01/2010	Completed
Hainault station modernisation - delivery into service date agreed by LUL	30/05/2009	19/05/2009	Completed
Wanstead station refurbishment - start on site	30/06/2009	14/06/2009	Completed
Brixton Station modernisation - delivery into service date agreed by LUL	31/01/2010	16/04/2010	Completed
SSR Milestones	Current Plan Date	Actual/F'cast Date	RAG
Aldgate station modernisation - start on site	16/10/2009	14/10/2009	Completed
Earl's Court station modernisation - LUL agree delivery into service	31/12/2009	17/07/2009	Completed

54 stations have now been accepted into maintenance since the start of Review Period 1. A further eight stations are on site. At Brixton, delivery into service (DIS) was delayed by two months as a result of restricted access to the platforms during extended testing of the new Victoria line trains. The work was completed on 16 April 2010. Hainault station accessibility was delivered into service early on 16 April 2010.

At Oxford Circus, DIS was achieved on 21 January 2010, seven months late following the conclusion of remedial works. This arose from failures in the original Metronet works prior to transfer that have had to be rectified.

The platform adjustment works to provide compliance the Rail Vehicle Accessibility Regulations (RVAR) are underway on the Metropolitan line. Amersham, Euston Square, Wembley Park, Pinner and King's Cross were all completed on plan. In addition, feasibility for RVAR compliance on the District, Circle and Hammersmith & City Lines is nearing completion.

London Underground

Station Upgrades – JNP

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Waterloo modernisation	30/05/2009	30/05/2009	Completed
Stanmore enhanced refurbishment	30/05/2009	01/04/2009	Completed
Edgware Station enhanced refurbishment	03/08/2009	15/06/2009	Completed
Bermondsey station refurbishment	06/12/2009	15/12/2009	Completed
Covent Garden station modernisation	09/09/2009	06/05/2009	Completed
Oval station refurbishment	27/09/2009	31/07/2009	Completed
Clapham Common station refurbishment	07/10/2009	31/07/2009	Completed
Southwark station refurbishment	20/10/2009	25/11/2009	Completed
Green Park station modernisation	23/10/2009	23/10/2009	Completed
Hatton Cross station enhanced refurbishment	29/05/2010	22/04/2010	Completed

The JNP stations programme was devised as part of the PPP contract. The station works are planned in tranches, with tranche 5 stations due to be completed by 30 May 2010. All of these stations have now been declared as completed by Tube Lines. Of the 97 stations planned for the first PPP contact Review Period, 85 were declared as delivered into service by the end of Quarter 4 and the programme is generally on target. Completions in the quarter included Canada Water, Canary Wharf and Clapham North.

London Rail

East London Line Extension

Spend to end Q4 2009/10 £m	EFC £m
970.9	986.0

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Complete Crossrail enabling works at Whitechapel	30/06/2009	30/06/2009	Completed
Submit planning application to LBH and TH to discharge conditions 14/17/19 (noise demonstration)	10/04/2009	03/05/2010	■
Complete Dalston podium slab	31/07/2009	31/07/2009	Completed
Establish infrastructure maintenance depot	31/10/2009	31/10/2009	Completed
SCADA temporary master station and system commissioned for the 3 TSS sites (A lines only)	01/05/2009	13/09/2009	Completed
Commission all TSSs including Hoxton, Shadwell and Canal Junction (for 33kv only)	04/06/2009	20/09/2009	Completed
Test running commences	31/01/2010	05/10/2009	Completed
East London Line (Phase I) complete	30/06/2010	30/06/2010	●

This project is a 2012 Games deliverable, with TfL as the passenger service operator through a joint East London Line / North London Railway concession with London Overground Rail Operations Ltd.

Test running was completed this Quarter allowing transfer of infrastructure management responsibilities to London Overground, trial operation commenced on 4 February 2010. All stations have now been handed over to LOROL. The traction power capacity proving and headway capacity testing were successfully completed during the Quarter. Prestige contractors (Cubic) have completed the installation and commissioning for all gate lines and ticket vending machines.

A 'preview' service commenced on 27 April 2010, running from Dalston Junction to New Cross Gate. Full opening of the line is forecast ahead of the June plan date on 23 May 2010, subject to acceptable performance of the preview services.

Tender returns for the station enhancement works at Crystal Palace have been reviewed and presentations were given by each of the tenderers. The contract was due to be awarded on

London Rail

16 December 2009 but is delayed due to the non-availability of the approved for construction drawings. The design is substantially complete but awaiting formal signoff from Network Rail. The contract has yet to be awarded and a revised construction programme is being discussed.

East London Line Phase 2

Spend to end Q4 2009/10 £m	EFC £m
1.8	55.3

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Technical advisor phase 2 award contract	15/05/2009	15/05/2009	Completed
Commence GRIP 5 design	05/10/2009	01/02/2010	Completed
Commence passenger services	14/05/2012	14/05/2012	●

East London Line (ELL) Phase 2 will provide an additional four trains per hour on the core ELL. These trains will run to Clapham Junction via a new chord that leaves the ELL Phase 1 route to the south of Surrey Quays and joins the South London Line to the North of Queens Road (Peckham). Passenger service is scheduled to commence in May 2012.

While Surrey Canal Road station remains outside of the project scope, future provision has been included in the design. The expected decision from DfT for partial funding has been deferred until further notice. However, due to a strong business case, the London Borough of Lewisham has agreed to fund station design works up to design selection.

Overall delivery of the scheme with completion of works in early 2012 is compromised by the Network Rail works at Clapham Junction and crossover at Latchmere Curve. Discussions with Network Rail are ongoing regarding the scope, cost and programme.

Work package 1 (TfL works at the Silwood Lines) remains on target for completion by May 2012.

London Rail

London Rail Concession Rolling Stock

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

Milestones	Current Plan Date	Actual/F'cast Date	RAG
First NLR unit accepted	30/04/2009	07/07/2009	Completed
First train in service NLR	31/05/2009	27/07/2009	Completed
First ELR units delivered for Network Rail track test	31/07/2009	21/09/2009	Completed
Delivery of NLR fleet	31/12/2009	23/06/2010	■
Delivery of ELR fleet	31/03/2010	31/03/2010	Completed
First train in service ELR	30/06/2010	30/06/2010	●

The London Rail Concession Rolling Stock project will provide 216 new vehicles in 3-car and 4-car formation to be utilised on the North London Railway (NLR) and the East London Railway (ELR). An additional 12 vehicles (three x 4-car units) have been added to operate the East London Line Phase 2 from Surrey Quays to Clapham Junction.

The date for delivery of the final NLR units has moved from March 2010 to May 2010 during this quarter due to a Bombardier experiencing a delay in obtaining the required parts to complete final units. This date is likely to be delayed further because the last two units will be delivered as 4-car units and not 3-car units as planned. This is to avoid delays in the programme to upgrade all units to 4-cars planned from June onwards.

Passenger service certification has been awarded to the ELR units to enable operations to commence on the core line between Dalston Junction and New Cross / New Cross Gate. Interim certification has been issued by Network Rail for the routes south of New Cross Gate (to West Croydon and Crystal Palace) enabling operation of units without passengers for driver training only. Passenger service certification on these routes will be received when LOROL have completed their platform/train interface safety checks, expected during May 2010.

London Rail

North London Railway Infrastructure Project

Spend to end Q4 2009/10 £m	EFC £m
143.3	252.0

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Commence No.1 lines blockade	30/04/2009	30/04/2009	Completed
Commence all lines blockade	31/12/2009	20/02/2010	Completed
Project completion	31/01/2011	31/01/2011	●

The North London Railway Infrastructure Project 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.

The 14 week blockade between Gospel Oak and Stratford which commenced on 20 February 2010 is progressing well. Infrastructure works including routeway, sewers and overhead lines have been substantially completed in the period and signalling works remain on schedule for completion by the end of the blockade.

Good progress was made on site in the quarter for Phase 1a civils works which are on target to meet the planned handover of 2 August 2010 to the systems and power contractors. Overall, good progress continues on detailed design of both systems and power works.

DLR 3-Car Infrastructure

Spend to end Q4 2009/10 £m	EFC £m
290.9	303.2

Milestones	Current Plan Date	Actual/F'cast Date	RAG
P7 Complete installation of new LUL compound and road	30/06/2009	25/09/2009	Completed
Complete Westferry station (Three Car Package I Works)	31/07/2009	06/01/2010	Completed
Complete New South Quay Station (Three Car Package I Works)	30/09/2009	26/10/2009	Completed
Bank Lewisham: construction complete	31/01/2010	30/01/2010	Completed
Bank Lewisham: service available	28/02/2010	30/01/2010	Completed

This project delivers the structural works necessary for three car operation on the DLR. This includes platform extensions, track realignment and viaduct strengthening. The project includes three car works on the Bank – Lewisham section, Delta Junction, the Poplar – Stratford Route, Poplar – Woolwich, Tower Gateway, Games station capacity (East route) and West route resilience.

Construction is complete on all packages of work, although sectional completion has been withheld on package 1 (Bank to Crossharbour) due to outstanding work on the demolition of the old South Quay station and on package 7 (Canning Town Junction) due to outstanding snagging items around the remaining temporary speed restrictions.

A consolidated snagging list for the complete three car works at time of handover is steadily reducing. The majority of the snagging items are of a minor nature or consist of outstanding paperwork or drawings. Weekly progress meetings are scheduled between the DLR project team and Taylor Woodrow to ensure the timely completion of snagging and that no safety issues arise as a result of snagging works.

Three-car running commenced on the Bank-Lewisham route in February 2010.

London Rail

DLR Stratford International Extension

Spend to end Q4 2009/10 £m	EFC £m
166.5	188.9

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Complete decommissioning at Abbey Road	25/04/2009	24/07/2009	Completed
Network Rail infrastructure decommissioned (SIE Package 8 Works)	30/06/2009	19/07/2009	Completed
Star Lane station construction work complete (SIE Package 6 Works)	31/10/2009	08/12/2009	Completed
Canning Town station construction work complete (SIE Package 6 Works)	30/11/2009	08/12/2009	Completed
Complete Works Package 6 - conversion of NLL to DLR	30/06/2010	20/09/2010	▲
Service operational	31/07/2010	20/09/2010	▲

This project covers the extension of the DLR from Canning Town to Stratford International, using the existing North London Line alignment as far as Stratford.

All DLR works associated with Package 8 are substantially complete. All critical operational assets have been handed back to Network Rail (NR) and adopted into its maintenance regime. The close out of snagging items has continued.

On Package 6, progress on the station civil and mechanical works is approximately one month behind the recovery programme. The power and communications system work will push the completion date for the majority of the stations back to September 2010.

Permanent way works from Abbey Road to Stratford High Street are complete, including trackwork and troughing work which have been handed over for signalling and power cable installation. Troughing work from Abbey Road to Stratford International is complete and has been handed over for cabling. Trackwork has been completed in both directions, with the exception of the final welding of the scissors crossing which is scheduled for early next quarter. All troughing work from Canning Town to Abbey Road is complete and has been handed over for cabling.

London Rail

DLR Railcars

Spend to end Q4 2009/10 £m	EFC £m
52.4	58.7

Milestones	Current Plan Date	Actual/F'cast Date	RAG
3-Car Woolwich Arsenal: All (24) Railcars accepted into service	31/10/2009	10/07/2009	Completed
Games additional capacity: first railcar delivered	14/12/2009	16/09/2009	Completed
Stratford International Extension: final railcar delivered	30/11/2009	02/09/2009	Completed
Stratford International Extension: All (9) Railcars accepted into service	31/12/2009	20/10/2009	Completed
Games additional capacity: final railcar delivered	31/08/2010	31/08/2010	●
Games additional capacity: all cars in service	31/10/2010	31/10/2010	●

This project covers the provision of 24 extra DLR railcars for three-car operation and the Woolwich Arsenal extension, nine for the Stratford International extension and 22 for the Games.

Delivery and commissioning of new vehicles continued in accordance with the agreed programme. Fifty one vehicles out of a total of fifty five have been delivered to Beckton and Taking over Certificates (ToCs) have been issued on a total of forty seven. The remaining four vehicles are in various stages of production in Bautzen.

Surface Transport

Congestion Charging Re-Let

Spend to end Q4 2009/10 £m	EFC £m
86.8	95.2

Milestones	Current Plan Date	Actual/F'cast Date	RAG
e-pay rebranding decision made	03/04/2009	03/04/2009	Completed
System integration testing starts	01/06/2009	26/05/2009	Completed
Public information campaign for retail starts	01/09/2009	01/09/2009	Completed
Ready for service testing starts	21/09/2009	07/09/2009	Completed
Readiness review	30/09/2009	02/10/2009	Completed
Release 1 - go live of new system for Congestion Charging and Low Emission Zone	30/11/2009	01/11/2009	Completed
Release 2 - go live of account-based charging (AutoPay)	01/11/2010	31/12/2010	▲

The Congestion Charging Re-Let project is to deliver new more effective contracts to operate and manage the Congestion Charging and Low Emission Zone. The Re-Let will also incorporate more flexible and varied charging options.

A number of elements of non-essential functionality, particularly relating to enforcement, were not delivered at the go-live of the new system for Congestion Charging and Low Emission Zone. During this quarter these elements have now largely been delivered, with the final functionality scheduled to be provided in the next three months.

The service provider is now developing the functionality and business processes required for account-based charging on Congestion Charging. Subject to the outcome of the current consultation, account-based charging or CC Auto-Pay is expected to be available for customers from January 2011.

Surface Transport

TLRN Capital Renewal

This is an 'annualised programme', where minor schemes are delivered on a rolling basis. Costs are based on an annual budget.

TLRN Capital Renewal		£ 000's
Year-to-date actuals		41,342
Full-year budget		38,176
Full-year variance to budget		3,166

Description of works	Units	2009/10 Target	2009/10 Achieved
Area of carriageway resurfaced	m ²	255,000	337,719
Area of footways resurfaced	m ²	60,000	63,217
Number of lighting units replaced	No.	608	734
Number of schemes to achieve a reduction in the total number of structures with special measures	No.	32	21
Removal of pedestrian guard railing	km	35	41

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.

The programme is showing the gross forecast cost. When contributions from developers collected through Section 278 are considered, the spend for the year remains within budget.

Carriageway resurfacing:

In Quarter 4 an additional 218,743m² of carriageway was resurfaced, taking the year to date total to 337,719m². 132 per cent of the annual target has been achieved.

In Quarter 4 the programme team opted to replace areas of carriageway where large numbers of potholes had been caused by the cold weather and work was needed to avoid further deterioration. Although these areas did not form part of the original carriageway programme, they were lower cost than the full-depth resurfacing costs carried out within the original programme. Advantage was taken from the implementation of value management and value engineering to improve the efficiency of the programme.

Footways resurfacing:

In Quarter 4, an additional 20,022m² of footway was resurfaced, taking the year to date total to 63,217m². 105 per cent of the annual target has been achieved.

Surface Transport

Lighting units replacement:

In Quarter 4, an additional 351 lighting units were replaced, taking the year to date total to 734. 121 per cent of the annual target has been achieved.

Removal of pedestrian guardrail:

In Quarter 4, an additional 10.9km of pedestrian guardrail was removed, taking the year to date total to 41.3km. 118 per cent of the annual target has been achieved. It is policy to remove as much as possible of this, the latest forecast is 60km cumulative by end of June 2010.

Structures:

In Quarter 4, an additional 11 schemes were achieved, taking the year to date total to 21. 66 per cent of the annual target has been achieved. Fewer structures have been delivered than planned following a re-prioritisation exercise. By improving the quality of design briefings, resources have been focused on structures that will provide maximum value for money in the future.

A406 Bounds Green

Spend to end Q4 2009/10 £m	EFC £m
15.4	56.1

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Commence advance statutory utilities work	05/01/2009	05/01/2009	Completed
Commence contract procurement	01/06/2009	15/05/2009	Completed
Award contract	28/02/2010	19/02/2010	Completed
Commence main works	29/03/2010	31/05/2010	▲
Completion of main works	03/05/2012	03/05/2012	●

The section of the A406 between Bounds Green Road and Green Lanes suffers from congestion and has a poor accident record. The project will create a predominantly two-lane dual carriageway with improved traffic flows at junctions, improved pedestrian crossing facilities, a dedicated cycleway, improved bus journey reliability, and improvements to the local street scene.

During this Quarter, tender assessment took place and the contract was awarded on 19 February to Skanska Construction UK Ltd, nine days ahead of plan. As part of this process, costs were reviewed and this has resulted in a reduction in the expected final cost.

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The start of the main works is now expected on 31 May 2010 in order to give the contractor a longer mobilisation period. The project completion date of 3 May 2012 has not changed.

Completion of advanced utility works was delayed by three weeks to 19 April as a result of the extended mobilisation period for Skanska and has now been completed post quarter.

Blackwall Tunnel Northbound Refurbishment

Spend to end Q4 2009/10 £m	EFC £m
9.8	73.3

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Revised procurement strategy approved	30/06/2009	30/06/2009	Completed
Award contract	29/05/2009	22/12/2009	Completed
Start of main works	30/06/2009	07/02/2010	Completed
Mobilisation period complete	03/05/2010	03/05/2010	Completed
Shaft 2 complete	18/03/2011	18/03/2011	●
Construction complete	21/06/2011	02/12/2012	■

This project will bring the Northbound tunnel to European best practice standards. Work includes: shaft alterations, ventilation upgrades, lighting, drainage, signage and public address system works and upgrades to the emergency points and fire detection and fighting systems.

The project is to be delivered during night time and occasional weekend possessions, which means that there is unlikely to be any problems during the Games as work can cease for that period.

During this quarter, the start of main works occurred on 7 February, with initial works being to carry out surveys and investigations within the tunnel. The majority of surveys have now been completed and traffic management for the night time closures has been implemented as planned. Design works have continued, with the submission of the temporary lighting and fire main packages. The temporary lighting installation has begun. Concrete works have commenced for Shaft 2 and shaft fans have been procured. Extensive works planning for weekend working has been undertaken showing clear benefits and programme time risk mitigation.

The next milestones are the completion of shaft 2 on 18 March 2011 and the completion of construction, now forecast as December 2012.

Surface Transport

Cycle Hire

Spend to end Q4 2009/10 £m	EFC £m
17.8	81.7

Milestones	Current Plan Date	Actual/F'cast Date	RAG
ITT published	31/03/2009	04/03/2009	Completed
Contract award	30/06/2009	11/08/2009	Completed
Planning applications submitted	20/11/2009	20/11/2009	Completed
Go live #1 - website	31/03/2010	12/07/2010	■
Go live #2 – on street	Summer 2010	30/07/2010	●

Once complete, people using London's Cycle Hire scheme will be able to pick up and drop off one of the 6,000 hire cycles at around 400 locations across the nine London boroughs and several Royal Parks.

Over 400 planning applications for docking stations have been lodged, with a further 52 approvals this Quarter taking the total to 386 sites with approval in place. Serco have now signed a contract with the Public Bike System Company to supply the bicycles and docking systems.

45 cycle hire roadshows have been planned in central London from the end of May 2010 onwards, providing registration details and how to pick up and drop off hire bicycles. The on street and website go live dates have now been confirmed as 12 July and 30 July 2010.

Surface Transport

Two Cycle Superhighways

Spend to end Q4 2009/10 £m	EFC £m
4.3	23.0

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Route 3 - completion of definition of route and measures	16/07/2009	31/07/2009	Completed
Route 3 - completion of preliminary design and NAT scheme approval	02/10/2009	13/01/2010	Completed
Route 7 - completion of preliminary design and NAT scheme approval	19/10/2009	22/01/2010	Completed
Commence construction of 2 Cycle Highways to be delivered in May 2010	30/10/2009	30/10/2009	Completed
Route 7 - construction complete	Summer 2010	19/07/2010	▲
Route 3 - construction complete	Summer 2010	19/07/2010	▲

Two Cycle Superhighways is a pilot project to deliver the first two cycle superhighway routes – Route 3 (Barking to Tower Hill) and Route 7 (South Wimbledon to the City) by summer 2010. The remaining ten routes will be delivered in a separate project by 2015. Extensive monitoring is in place to assess the effectiveness of some of the interventions proposed. The project objective is to encourage modal shift to cycles and to enhance the cycling experience for current users by creating wider lanes, improved surfacing and further segregation.

These two routes are being delivered using the Highways and Maintenance Works Contractors (HMWC) framework agreement that provides resources to deliver streets schemes in Surface Transport.

On Route 3 & 7, the completion of preliminary design and Network Assurance Team (NAT) scheme approval was achieved on 22 January 2010. The launch date for the first two routes has been confirmed as 19 July 2010, launch events are being planned for mid July.

Surface Transport

Ten Cycle Superhighways

Spend to end Q4 2009/10 £m	EFC £m
0.5	*

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Phase 1 invitation to tender Issued	28/02/2010	28/05/2010	■
Phase 1 preliminary design completed	31/05/2010	30/09/2010	■
Phase 1 contract award	31/08/2010	31/08/2010	●
Phase 1 detailed design completed	31/08/2010	28/02/2011	■
Phase 1 complete (two routes total)	31/05/2011	31/05/2011	●
Phase 2 complete (four routes total)	31/10/2012	31/10/2012	●
Phase 3 complete (six routes total)	31/07/2013	31/07/2013	●
Phase 4 complete (eight routes total)	30/04/2014	30/04/2014	●
Phase 5 complete (ten routes total)	30/01/2015	30/01/2015	●

The Ten Cycle Superhighways scheme will deliver a further ten radial routes into central London following the pilot project. Planning and development are occurring in parallel with the delivery of the first two pilot routes. The ten routes are will be delivered in five phases of two routes, annually from May 2011 and the last is expected to be delivered by January 2015.

On phase one (Route 2 – Ilford to Aldgate, Route 8 – Wandsworth to Westminster), design consultants were told to prepare for the site inspection meetings with the stakeholders starting from January 2010.

For Route 2, site inspection meetings took place 25 January 2010 and for Route 8 in the following week. The Route 2 and 8 feasibility studies have now been signed off. The Phase 1 Invitation to Tender is forecast for 28 May 2010, in line with the revised procurement strategy. Contract award is still expected at the end of August 2010.

The timeline for Phase 1 of the ten routes project is being produced, learning from experiences on the first two routes. As a result, a phased approach to delivery has been adopted with preliminary design completion to the end of September 2010. Detailed design completion is scheduled for the end of February 2011. Launch dates remain on target.

Surface Transport

West Ham Bus Garage

Spend to end Q4 2009/10 £m	EFC £m
46.9	51.7

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Access and commence permanent bus parking area (phase 3)	01/04/2009	31/03/2009	Complete
Access to phase 2 building	01/09/2009	01/09/2009	Complete
Completion of main garage building (phase 2)	30/11/2009	05/11/2009	Complete
Completion of fuel and wash building	01/12/2009	19/02/2010	Complete
Completion of wind turbine	31/01/2010	28/05/2010	■
Completion of permanent bus parking area	26/02/2010	04/05/2010	Complete
Opening of bus garage	31/03/2010	31/05/2010	▲

This project provides a new bus garage to replace displaced existing garages on the Games site.

The fuel and wash building was completed on 19 February 2010, in line with the revised programme. The wind turbine mast has been partially completed, installation of the rotor and blades has been delayed until the end of May as a result of the previous supplier going into administration and issues with the fixing methodology.

The external parking area was completed on 4 May 2010, it is still planned to open the garage by the end of May 2010.

Corporate

IM Strategic Investment Programme

Spend to end Q4 2009/10 £m	EFC £m
68.6	69.9

Milestones	Current Plan Date	Actual/F'cast Date	RAG
End User Computing – completion of thin client swap out	30/11/2009	TBA	■
Voice and Data Network – core migration from LAN to MAN completed	31/10/2009	02/06/2010	■
Data Centre A – operational readiness	14/09/2009	14/09/2009	Completed
Data Centre A – completion of enterprise platform	30/04/2010	15/05/2010	▲
Application Portfolio Management – Database delivered	30/09/2009	30/09/2009	Completed

Key achievements are the migration of eight London Underground applications from an external hosting solution (Fujitsu Services) into TfL's Woking data centre and the completion of the programme of network migrations across 70 TfL sites and services. Three key activities that will be carried forward into the new financial year are the completion of the enterprise platform in data centre A, the replacement of legacy desktops with Neoware thin client units, and implementation of asset management software.

Data Centre A

Delivery of the network zones in the Data Centre are progressing to schedule against the re-baselined plan. Additional responsibilities have transitioned into IM Service and Operations including site control, management and installations and the delivery of key tools and equipment to site.

Enterprise Platform

The Enterprise Platform is split into six releases which will deliver functionality to support migrations into the Data Centre. Releases 1, 2 and 3 are complete. Releases 4, 5 and 6 which will deliver internal hosting capabilities for Your IM were delivered in April 2010. A delay of four weeks from the original schedule is due to stability issues in the standard software build and an increased time required to transition the technology.

Hosting

This project has migrated eight LU business services of the originally scoped ten from Fujitsu hosted data centre into the Woking data centre. One service has been de-scoped due to the excessive effort required to make it compatible for hosting on the new enterprise platform. Computerised Track Access Control, a service used by the maintenance engineers on the Underground, was delivered in the last period.

Voice and Data Networks

The Metropolitan Area Network project team has now delivered 69 migrations. 13 core sites, 34 non-core sites and 22 services are migrated to date. In addition, 240 LUL stations and approximately 12,000 users interface directly with the new network.

Application Portfolio Management

Work has commenced to identify and agree data formats within the software asset management application. Data sources from different TfL departments and applications have been identified and preparation for testing the application is underway.

End User Computing

EUC has completed the migration of more than 14,800 users and 12,500 devices to the One London domain (only 334 users are outstanding due to complex application issues). Work on the replacement of legacy desktops with Neoware thin client units is currently on hold due to print issues identified at Windsor House, resolution of this issue will complete the migration to One London.

Future Ticketing

Spend to end Q4 2009/10 £m	EFC £m
0.4	70.9

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Phase 1 – initial bus launch to be implemented, payment of the bus single fare by contactless bank card	31/07/2011	31/07/2011	●
Phase 2a – multi-modal daily travel and daily capping with contactless bank card to be implemented	31/03/2012	31/03/2012	●
Phase 2b – 7 day capping to be implemented	31/03/2013	31/03/2013	●

The Future Ticketing Project enables the acceptance as payment for travel of contactless cards issued on an EMV (Eurocard, Mastercard, Visa) platform both by banks and by TfL. To enable cost savings and acceptance of contactless cards, changes to the ticketing system including the move to back office processing will be made.

During this quarter, work has been progressing on the business case and cost estimation and negotiations with suppliers. Phase 1 is more advanced and the next step is to enter into a variation to the Future Ticketing Agreement for implementation. Work on Phase 2 has included indicative cost estimates and early stage supplier engagement.

Corporate

ITSO

Spend to end Q4 2009/10 £m	EFC £m
8.7	56.0

Milestones	Current Plan Date	Actual/F'cast Date	RAG
Agree scope and funding with DfT	31/01/2009	28/05/2009	Completed
System architecture sign off	18/09/2009	18/09/2009	Completed
System requirements sign off	12/10/2009	10/12/2009	Completed
Head office processing system operational	31/07/2010	16/08/2010	●
3G communications software development complete	15/10/2010	30/03/2011	■
Completion of changes to back-office systems	30/04/2011	06/06/2011	▲
Completion of project	31/07/2011	19/06/2012	■

ITSO (Integrated Transport Smartcard Organisation) is the name of the smartcard specification being mandated by the Department for Transport (DfT) for rail franchises and for the national bus concessionary scheme. Enabling the acceptance of ITSO specified tickets requires changes to TfL's ticketing systems, including a card reader capable of reading both Oyster and ITSO tickets, establishment of a head office processing system (HOPS), new or upgraded communications links and other system changes.

The project is being funded by the DfT under an agreement with TfL dated 28 May 2009.

Further delays this quarter in receiving the business rules from the DfT have caused a slippage in the forecast completion date from Aug 2011 to June 2012. The DfT have issued a change request to implement a newer version (2.1.4) of the ITSO specification. This is currently estimated to have a 4-6 month impact on the date for completion; further detailed planning is required and any potential impact on the end date of the project has yet to be incorporated into the project plan.

During this quarter, a further milestone payment was made by the DfT as formal system witness testing was completed in March.