



This paper will be considered in public

1 Summary

- 1.1 This paper sets out TfL's summary of the Mayoral Priorities for Transport 2012-16 and gives an early indication of TfL's work to address these.

2 Recommendation

- 2.1 **The Board is asked to note TfL's summary of the Mayor's priorities for transport during the period 2012-16.**

3 Background

- 3.1 During the London Mayoral Election campaign, the Mayor published a number of manifestos, including a Transport Manifesto, a Crime Manifesto and an Economic Manifesto.
- 3.2 In the period following the election, the TfL Chief Officers have held discussions with the Mayor and the Deputy Mayor for Transport about the Mayoral priorities amongst these commitments. Set out below is an overview of the priority areas and the initial action that TfL is taking to respond. In addition to addressing the priorities, TfL is developing a full programme that will respond to all of the Mayoral commitments relating to transport. This full programme is not covered in this paper, however, the Board will be updated on the detailed individual projects as the programme progresses.
- 3.3 While TfL considers that making progress on the Mayor's priorities for transport 2012 to 2016 to be a priority, initial progress must be balanced with the high volume of work currently required to deliver a great 2012 Games while keeping London and the UK moving. Therefore, TfL has agreed with the Mayor that while we will be developing plans to achieve the objectives that have been set out, the focus over the summer should be on the effective delivery of TfL's Games commitments.

4 Transport Priorities 2012-2016

21st Century Tube

- 4.1 Reducing Tube delays by 30 per cent by 2015: a large programme of work has already delivered a 40 per cent improvement in reliability since 2008. This further reduction will be challenging. The Reliability, Availability,

Maintenance and Safety (RAMS) programme's work to date has laid a strong foundation, but has largely focused on how to do things 'better'. To meet this new target, the plan, which is in development, will emphasise what needs to be done 'differently'. This may require significant investment. An outline plan will be discussed with the Mayor prior to the Games with a more detailed plan being worked-up for the autumn.

- 4.2 Automation of the Tube: the replacement of the life expired fleets and signalling of the Bakerloo, Piccadilly and Central line in the 2020s, is not only essential for future reliability and Tube capacity, but also offers a once in a generation opportunity to change the operation of the Underground. The Deep Tube Programme, which will develop, design and deliver these line upgrades, is already under way and currently at the scope definition stage.

Improving and Expanding Suburban Rail

- 4.3 Rail devolution: The Mayor will submit his response to the Department for Transport consultation on rail decentralisation at the end of June. The Deputy Mayor for Transport and TfL are undertaking a series of meetings with key stakeholders in order to make the case for TfL being able to take over selected inner suburban routes in the Southeastern and Greater Anglia franchises, which will be re-let in the next four years. To meet franchise renewal deadlines, the DfT will need to agree later in 2012. TfL believes that taking over these franchises will enable it to offer customers significant improvements in service and experience, resulting in improved satisfaction, increased revenue and better value for the public sector.
- 4.4 Overground capacity upgrade: London Overground demand has grown 110 per cent in the last four years excluding the impact of the extended East London line. High levels of crowding are common in the peak hour and due to relatively short trains, being left behind can mean a 15 minute wait. Plans are now in development to lengthen trains across the Overground: from four to five cars on the West, East and North London lines, and from two to three cars on the Gospel Oak to Barking line. The frequency of trains will also be increased on the East London line. Combined, this package will deliver approximately 25 per cent more peak capacity. This new capacity will support jobs, growth and housing development in all of the many Mayoral opportunity and intensification areas served by the Overground.

Investing in the Road Network

- 4.5 London Roads Taskforce: TfL is developing terms of reference and suggested membership for the London Roads Taskforce. These will be developed with the Mayor's office, with a view to the Taskforce being able to provide an initial report to the Mayor by November 2012 on the direction of travel for its proposals for long-term improvements to the road network. In parallel, initial analysis is underway to inform TfL's Business Plan on possible investment requirements needed to significantly improve the performance of London's road network.

- 4.6 Focus on road works: on 11 June 2012, London became the first city in the UK to charge for the amount of time that the capital's busiest roads are dug up. Any net income from the scheme will be invested in measures to help reduce the congestion caused by road works.

Cycling

- 4.7 The Mayor has signalled his clear intention to continue to invest in cycling in London. A Junction Review has been established and is progressing well. TfL is currently considering which schemes arising from the review may be prioritised for early delivery.
- 4.8 Further work is also underway to improve cycle safety in London, with TfL commissioning research into the construction logistics industry concerning the safety of cyclists. In addition, a new marketing campaign will be launched in the Autumn, promoting more responsible road use among all road users.
- 4.9 Cycle hire schemes and Superhighways: TfL is developing proposals for how the cycle hire scheme might be expanded and will deliver a total of 12 Cycle Superhighways by 2015.

Efficiency and Savings

- 4.10 TfL has already secured over two thirds of its £7.6bn efficiencies programme and in so doing has demonstrated its commitment to reducing cost and making efficiencies. This approach to cost reduction is now embedded within TfL, which is currently finalising its proposals for 2013/14 to reduce recurring spend while protecting frontline services. TfL is committed to continuing with its programme of finding better, cheaper and simpler ways of doing business.

Bearing down on fares

- 4.11 The Mayor has expressed an intention to bear down on fares. The Mayor makes his decision on fares annually and this, as usual, will be incorporated in the next round of TfL's business planning.

London 2020

- 4.12 The Mayor has also announced a proposal to develop a document entitled "London 2020". This will articulate the plans that the Mayorality and functional bodies will need to start putting in place now – both in economic and social development terms – in order to ensure that London remains a world leading city in 2020. TfL is committed to playing a leading role in the development of this piece of work and is represented on the London 2020 steering group, chaired by the Mayor's Chief of Staff, Sir Edward Lister.

Investing in Growth

- 4.13 The Mayor also highlighted the need to continue to plan for longer term projects that support London's continuing growth and help unlock key areas of development. These include:
- (a) work to progress a river crossings package including a new Silvertown road tunnel by 2021 and ferry at Gallions Reach by 2017;
 - (b) preparation of work on the Northern Line Extension to Battersea, which includes preparation of a Transport and Works Act Order submission for April 2013;
 - (c) ongoing feasibility work on Crossrail 2;
 - (d) ensuring the Mayor's concerns raised in response to the High Speed 2 proposals are being addressed, including the need for additional dispersal capacity at Euston; and
 - (e) other feasibility work on potential enhancements / extensions to the rail network including the potential for DLR and Tramlink extensions.

These investments will be pursued as a matter of priority through the forthcoming Spending Review discussions.

5 Financial Implications

- 5.1 A number of the Mayoral pledges are not currently funded or are only partially funded in the existing TfL Business Plan. TfL will continue to work through the budget and business plan process, and with the Mayor's Office and the Government as the next Spending Review approaches, in order to secure the funding required to deliver on the priorities it has been set.

List of appendices to this report:

None

List of Background Papers:

None.

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