

PUBLIC TRANSPORT LIAISON COMMITTEE MEETING		
Report Title	Responses to Transport Questions	
Key Decision		Item No. 4
Ward	All	
Contributors	Chief Executive	
Class	Part 1	Date: 16 May 2019

Response to Q1

Generally:

- Through tight financial management, TfL has brought in a very much better financial position for 2018/19 than we had originally planned – our annual operating deficit was £500m, half what we had expected (£968m)
- This means that over the last three years we have cut our annual deficit by two-thirds – in 2015/16, before the government grant, we made a loss of £1.5bn
- Despite these savings, huge investment is being made to reduce road danger, tackle poor air quality and improve accessibility.
- While our capital investment funding now comes from business rates allocated to the Mayor, the arrangements are currently only certain until 2020/21 and there is therefore no certainty of capital funding beyond this point. As such we need long-term certainty over our funding to ensure we can continue to maintain the capital's roads and for future modernisation of the Tube, for example.
- The current lack of certainty is why the timing of some transport schemes will need to be confirmed once the level of capital investment available is known following the outcome of the Comprehensive Spending Review (CSR), before which we have had to take a prudent view.

In relation to Crossrail:

- In December 2018, TfL agreed a financial package with Government to cover the predicted additional costs of Crossrail.
- The GLA will borrow up to £1.3bn from the DfT.
- The GLA provided a £100m cash contribution from BRS income, taking its total contribution to £1.4bn. This is provided as a grant to TfL to fund the Crossrail project.
- A £750m contingency arrangement was also agreed between TfL and the Government.
- In April, Crossrail Ltd identified a six-month window for delivering the central section of the line, with a midpoint at the end of 2020. This means, depending on progress, the central section may open either three months ahead of

December 2020, or within three months after that into 2021. Bond Street station will not open in this window and will be delayed further.

- Our Business Plan set out a cautious planning assumption that revenue will be approximately £600m lower over the full five year plan period as a result of the delay

Notes:

This financial package meant the GLA borrowed up to £1.3bn from the DfT. The GLA will repay this loan via London's BRS and from the Mayor's Community Infrastructure Levy (MCIL). The GLA also provided a £100m cash contribution, taking its total contribution to £1.4bn which it has provided as a grant to TfL. The £750m contingency is funded through a borrowing arrangement agreed between TfL and the DfT.

Will London's business and property community pay more to fund the Crossrail delay?

There are no plans to charge higher rates to London's businesses because of the Crossrail problems. The BRS will continue to be charged to large ratepayers (over £70,000) on the basis of 2p in the £, as was already planned.

In relation to the Bakerloo Line Extension:

- We remain committed to the upgrade and extension of the Bakerloo line and we have retained development funding (£6m for 19/20 FY) in our business plan to support development of the upgrade and extension in order to ensure we are in the best position possible to progress the scheme. A lot of work has been undertaken since we undertook consultation in 2017, and we will be in position to undertake further engagement with stakeholders and consult the public on developed proposals this year.
- Our new Business Plan recognises the opportunity that planning the upgrade and extension together can bring, providing over 50% more capacity on the line and new capacity for over 65,000 passengers every morning and evening peak on the extension. The joint programme of the upgrade and extension maximises the capability of both to improve passenger journeys across London and unlock growth in south east London.
- BLE will connect the Old Kent Road Opportunity Area, where Southwark have published draft proposals for at least 20,000 new homes and 10,000 new jobs, as well as important interchanges with the East London Line at New Cross Gate and the Southeastern trains and DLR networks at Lewisham. Lewisham Council are further developing their own new Local Plan which will set out their planned aspirations and opportunities the Extension would support in their borough.
- However as our Business Plan made clear, we are reliant on steady and sustained investment from Government to support major capital projects. Continuing capital delivery beyond the new trains for the Piccadilly line will not be possible without capital funding from Government. Therefore, whilst we can still meet the programme to deliver the upgrade and extension of the Bakerloo line in 2029, it is contingent on reaching a funding package over the

next 12 months through discussion with Government on the case for London we will make.

Potential timeline:

Upgrade and extension planning and design development	2019-21
Transport and Works Act Order application for extension works	2022
Construction commences for BLE	by 2024
Rolling stock for Bakerloo upgrade and extension delivery	from 2027
Extension operations	could begin by end of 2029

In relation to Lewisham borough projects specifically:

Transport for London Road Network (TLRN) schemes:

- TfL has worked with Lewisham officers to prioritise the following schemes:
 1. a pedestrian crossing on the A21 Lewisham High Street will proceed to construction in 2019/20
 2. design and feasibility work for a Torrison Road scheme to provide pedestrian facilities at the junction with the South Circular will begin in 2019/20
 3. ongoing discussions with Lewisham transport officers on a Verdant Road junction scheme with design and feasibility to begin in 2020/21
 4. feasibility study is progressing for alterations to A205 London Road (alterations to the crossing outside Forest Hill Station).

Local Implementation Plans (LiPs):

- Due to the pressures on TfL's revenue budgets, the annual LIP formula funding will be maintained at the same level as was announced last year.
- The overall allocation will be £63 million in 2019/20 and will remain at this level for the life of the Business Plan. The funding has been applied to each borough based on the current LIP formula.
- As a result, Lewisham's LIPs Corridor allocation for 2019/20 will be £1,940,400.

Local Transport Fund (LTF)

- In spite of the financial pressures, we recognise the boroughs desire to have more say on funding for local priorities. The LTF (Local Transport Fund) has been maintained at a level of £3.3m and will be retained for the duration of the Business Plan.
- London local authorities will therefore continue to receive £100k per annum to spend on local priorities.

Response to Q2

Southeastern has implemented measures to minimise the possibility of the Lewisham railway incident happening again. The company implemented these measures in Autumn 2018, following the conclusions of the Arthur D Little report, which was commissioned to look into this incident independently by both Southeastern and Network Rail.

We note the conclusions of the RAIB report, which provides confirmation that we are taking the correct actions to minimise the chances of this type of incident happening again.

These actions include:

- A review of command and control structures and procedures
- Bespoke training for operational staff, including scenario simulations
- Specialist consultant commissioned to review how we plan and prepare for extreme weather conditions
- Engineering work to look to extend battery life on trains – allowing passenger communications to keep going for longer when the train loses electrical contact with a frozen rail
- An joint Southeastern-Network Rail initiative to improve communications between staff and passengers

Response to Q3

The litter that has been highlighted is on Network Rail land. This has been raised with the maintenance team who will be able to give a timescale for the litter to be removed. A Network Rail rep will confirm the timescale as soon as this is provided.

Response to Q4

What is the current state of play on the proposal by TfL to close ticket offices at 51 out of 81 Overground stations? This would have closed ticket offices at Honor Oak Park, Penge West and Anerley locally and further up the line at Dalston Junction, Haggerston, Rotherhithe, Shadwell, Shoreditch High Street, Surrey Quays and Wapping. This proposal was put on hold by TfL a few months ago. When will TfL come to a final decision on this?

- In Autumn 2018, we consulted on proposals to close 51 ticket offices as part of plans to review and modernise customer service on the London Overground. The proposals were in response to the changing way people pay for travel as they embrace new technology.

- As a result of the consultation, it was decided that London Overground stations' ticket offices will remain staffed during those times of day when customers need them most.
- The 14 busiest ticket offices, where ticket office sales exceed the Department for Transport's "busy" threshold of 12 sales an hour, that were not part of last year's consultation, will continue to have the same operating hours as they do now. These include the majority of stations in Lewisham (see table below).
- This means that nearly all of the 51 London Overground stations that were proposed for closure will keep staffed ticket offices at the times when they are needed most.
- Quieter ticket offices at 25 stations (where there are on average fewer than 12 transactions an hour including Oyster), will open from 07:30-10:00 each morning from Monday to Friday.
- Opening hours will be longer at 21 other stations where customer demand, including Oyster, is over 12 sales an hour, reflecting feedback received during the consultation. These ticket offices which include Honor Oak Park will be open for a minimum of 07:30-10:00 on weekday mornings, with certain ticket offices also opening at busier times on weekday afternoons, Saturdays and Sundays.
- The specific ticket office opening times for the 22 stations including Honor Oak Park are being finalised. We expect to make any changes towards the end of 2019, subject to discussions with the Trade Unions.
- All stations will continue to be staffed from 15 minutes before the first train of the day until 15 minutes after the last - a continuing commitment that makes London Overground stations stand out on the national rail network.
- London Overground is one of the most reliable train operators in the country and is rated one of the best by customers. The Mayor has also allocated £1m to invest in new technology to further improve service and make it even easier for customers to get help when they need it. This includes remote controlled ticket barriers and a trial of video link ticket machines this summer.

Station	Change to hours
New Cross Gate	Not part of proposals (no changes to hours)
Forest Hill	Not part of proposals (no changes to hours)
Sydenham	Not part of proposals (no changes to hours)
Brockley	Not part of proposals (no changes to hours)
Honor Oak Park	0730-1000 + other busy times
Crystal Palace	Not part of proposals (no changes to hours)
Anerley	0730-1000
Penge West	0730-1000