

MINUTES

Meeting: Transport Committee
Date: Tuesday 17 January 2012
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/committees/transport>

Present:

Caroline Pidgeon (Chair)
Valerie Shawcross CBE (Deputy Chair)
Victoria Borwick
Roger Evans
Jenny Jones
Joanne McCartney
Steve O'Connell
Murad Qureshi
Richard Tracey (Items 1-5 and 7-15)

1. Apologies for Absence and Chair's Announcements (Item 1)

1.1 There were no apologies for absence.

2. Declarations of Interests (Item 2)

2.1 Resolved:

- (a) That the relevant Assembly Members' membership of Functional Bodies and London Borough Councils, as set out in Item 2 on the agenda, be noted and recorded as personal interests;**
- (b) That gifts and hospitality received by Members in the previous three years, as set out on the Authority's gifts and hospitality register, be noted;**

- (c) That Murad Qureshi AM's role as Chair of the London Waterways Commission be noted additionally as a personal interest in relation to Item 6, River Services; and
- (d) That Richard Tracey AM's role as the Mayor's Ambassador for River Transport be noted additionally as a prejudicial interest in relation to Item 6, River Services.

3. Minutes (Item 3)

3.1 The Committee received the minutes of the meeting of the Transport Committee held on 15 November 2011.

3.2 **Resolved:**

That the minutes of the meeting of the Transport Committee held on 15 November 2011 be signed by the Chair as a correct record.

4. Summary List of Actions (Item 4)

4.1 The Committee received the report of the Executive Director of Secretariat.

4.2 **Resolved:**

That the completed and outstanding actions arising from previous meetings of the Committee be noted.

5. Action Taken Under Delegated Authority (Item 5)

5.1 The Committee received the report of the Executive Director of Secretariat setting out recent correspondence issued by the Chair of the Transport Committee under delegated authority.

5.2 **Resolved:**

That the recent action taken by the Chair of the Committee under delegated authority be noted.

6. River Services (Item 6)

6.1 The Committee received the report of the Executive Director of Secretariat as background to putting questions to the following invited guests:

- Leon Daniels, Managing Director of Surface Transport, Transport for London (TfL);
- Richard Tracey AM, the Mayor's Ambassador for River Transport;
- Sean Collins, Managing Director, Thames Clippers; and
- Richard Everitt, Chief Executive, Port of London Authority.

6.2 Murad Qureshi AM declared a personal interest in this item as Chair of the London Waterways Commission. Richard Tracey AM declared a prejudicial interest in this item as the Mayor's Ambassador for River Transport and therefore only attended this part of the meeting as a witness and not in his capacity as an Assembly Member.

6.3 Prior to the discussion on river services, the Managing Director of Surface Transport provided the Committee with an update on the ongoing repairs to the Hammersmith Flyover. A record of the update is attached as **Appendix 1**.

6.4 During the course of the discussion, there were a number of questions which, it was suggested, could best be answered in writing following the meeting. In summary, the Committee requested information as follows:

- River passenger numbers for each year since 2000/1 broken down by each type of service including river bus, tour, charter and the Woolwich ferry;
- TfL's subsidy for river services including a breakdown of what the subsidy provides for and how the level of subsidy compares to the subsidy for other TfL services, eg buses, the Tube and the cycle hire scheme; and
- The environmental impact of river services including their level of pollutant emissions and how this compares to other transport services.

6.5 A record of the discussion is attached as **Appendix 2**.

6.6 **Resolved:**

That the report be noted.

7. Future Tube Projects (Item 7)

7.1 The Committee received the report of the Executive Director of Secretariat as background to putting questions to the following invited guests:

- Michèle Dix, Managing Director Planning, TfL; and
- David Waboso, Director of Capital Programmes, London Underground, TfL.

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- 7.2 As part of the discussion, Members received a presentation on the current progress of the station upgrade programme (attached as **Appendix 3**).
- 7.3 During the course of the discussion, there were a number of questions which, it was suggested, could best be answered in writing following the meeting. In summary, the Committee requested information as follows:
- Details of any TfL owned land in south London which might have been used for new stations for the Bakerloo line extension but has since been sold off;
 - Details of TfL's current programme of improvements for stations which lists the stations in order of priority, the anticipated costs of improvements to each, and the sources of funding for each (where known); and
 - Details of any changes to the bus stops near Tottenham Court Road station as a result of the redevelopment of the station.
- 7.4 A record of the discussion is attached as **Appendix 4**.
- 7.5 **Resolved:**
- That the report be noted.**
- 7.6 In accordance with Standing Order 2.2D, the Chair took the next three items in an order different to that set out on the agenda for the meeting.

8. The Future of Ticketing (Item 9)

- 8.1 The Committee received the report of the Executive Director of Secretariat setting out for agreement, the Committee's report, *The future of ticketing*. It was suggested that, particularly in relation to contactless payments, the findings of the report should be reviewed at a future date.
- 8.2 **Resolved:**
- (a) That the report: *The future of ticketing* be agreed; and**
 - (b) That the Assembly be recommended to use its powers under section 60(1) of the Greater London Authority Act to request a response to the report from the Mayor.**

9. Transport for the 2012 Olympic and Paralympic Games - Update Report from London 2012 and Transport for London (Item 10)

9.1 The Committee received the report of the Executive Director of Secretariat setting out the second update report from London 2012 (the Olympic Delivery Authority, the London Organising Committee of the Olympic and Paralympic Games and Transport for London) in response to the Committee's report, *Clearing the hurdles: transport for the 2012 Olympic and Paralympic Games*.

9.2 It was suggested that the Committee should write seeking clarification on some of the issues covered in the update report. It was also proposed that the Committee should request the next London 2012 update report to be sent to the Committee in advance of its meeting in March, in order that it might usefully inform the discussion at that meeting.

9.3 **Resolved:**

(a) That the update report on 2012 transport from London 2012 and Transport for London be noted; and

(b) That authority be delegated to the Chair to write to London 2012 seeking further information and requesting an early receipt of the next London 2012 update report.

10. London TravelWatch Performance Monitoring Report (to 30.9.11) (Item 8)

10.1 The Committee received the report of the Executive Director of Secretariat setting out the report of the Chief Executive of London TravelWatch (LTW) on the organisation's performance for the first six months of 2011/12.

10.2 In attendance to answer Members' questions on the report were Sharon Grant, Chair of LTW, and Janet Cooke, Chief Executive of LTW. During the course of the discussion LTW agreed to provide the Committee with written details of the 59 streets consultations that LTW had responded to and details of the criteria used when deciding which consultations to answer.

10.3 **Resolved:**

(c) That the financial outturn position of London TravelWatch as at 30 September 2011 be noted; and

(d) That the performance against the agreed objectives of London TravelWatch be noted.

11. Response to The State of the Underground (Item 11)

11.1 The Committee received the report of the Executive Director of Secretariat setting out Transport for London's response to the Committee's report: *The State of the Underground*.

11.2 **Resolved:**

That the response to the report: *The State of the Underground* be noted.

12. Transport Committee Work Programme 2011/12 (Item 12)

12.1 The Committee received the report of the Executive Director of Secretariat.

12.2 **Resolved:**

That the work programme as set out in the report be noted.

13. Date of Next Meeting (Item 13)

13.1 The next meeting of the Committee would be held on 21 February 2012 at 10am in the Chamber.

14. Any Other Business the Chair Considers Urgent (Item 14)

14.1 There were no other items of business.

15. Close of Meeting

15.1 The meeting ended at 12.30pm.

Chair

Date

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Transport Committee

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Transcript of Update on Hammersmith Flyover

Caroline Pidgeon (Chair): Before we move on to river services, we have Leon Daniels here, Managing Director of Surface Transport, Transport for London (TfL). I was wondering, Leon, if you could give us a brief update on the latest on the Hammersmith Flyover, which I know many Londoners are very concerned about?

Leon Daniels (Managing Director of Surface Transport, TfL): I am happy to do that and I am happy to do so having only, on Friday, for the fourth time been inside the Hammersmith Flyover myself with another group of interested parties to see it. Just so that Members are aware, this busy road is part of the A4. The structure was built between 1959 and 1961 and it is of a type of construction that makes it almost unique.

The Hammersmith Flyover is built with concrete sections which are bound together under tension using post-tensioned steel rods. Those rods are bunches of cables that link three or four spans together in overlapping sections. So it is rather like, if I might say so, if you were trying to take ten books off your bookshelves only by holding the outside ones and pushing inwards. That is how the flyover has to be held together.

The Hammersmith Flyover was built to have electric surface heating, like a number of constructions of the period - Spaghetti Junction [Gravelly Hill Interchange] is another one - as a result of which it was never expected to be gritted. The electric surfacing never worked. Therefore, for the last 50 years it has been gritted and the effect of salt water working its way through into the flyover has been the primary cause of the deterioration of these bunches of steel cables.

There are many hundreds of these steel cables and we have been concerned for a couple of years about the rate of deterioration of those cables. They are all encased in concrete. So apart from digging the concrete out, the only way to determine what conditions they are in is by ultrasonic testing, which we installed a year or two ago. From that, we can determine the rate at which those bunches are failing and extrapolate from that how long it is before intervention is required.

We believed, from the results of those tests, that we had a considerable period to think of and design a repair; but, in fact, during December as part of routine checking, when we dug out some concrete and looked at some areas that we thought were sound, they turned out to have failed. The reason the flyover was closed on 22 December 2011 was because, if what we had found in those areas been common throughout the structure then there would have been a danger of collapse. That is the reason it had to be closed without warning.

We were very lucky that we then had two weeks of the quiet Christmas traffic period. I know that is not very nice for those people who were forced to use that particular section of road during the Christmas and New Year period but I promise you traffic was lighter and we had a team of up to 80 people working night and day; again, nearly all inside the structure, so nothing to see from the outside. We have carried out a detailed examination of the whole of the structure.

We did not find anything as bad as the section that worried us back in December and, since we now have been able to calculate precisely from the minute inspection the loading resilience in the structure, we were able last Friday to open the traffic to two lanes, one in each direction, of cars only. That is enforced by a width restriction. That can now continue and we are starting work now on the repair.

That repair effectively involves re-stringing the flyover from inside with new steel cables and this time around, broadly, we will be using a different type of steel that will not deteriorate at the rate the 50-year-old steel has deteriorated. We will not encase it in concrete so that we can see physically the state of those cables at all times. Much of that work will be able to be done inside the flyover, using the spare lane that we have on top of the flyover where necessary, and that will allow us to get back to the full four lanes with up to 44-ton traffic in the spring.

Caroline Pidgeon (Chair): What is the likely cost of this work and what is it budgeted for?

Leon Daniels (Managing Director of Surface Transport, TfL): We have obviously done the immediate repair work in order to get the flyover open to traffic straight away. We are currently computing the cost of the whole work but we are into tens of millions of pounds.

Caroline Pidgeon (Chair): Do you have reserves to be able to cover that?

Leon Daniels (Managing Director of Surface Transport, TfL): We have a plan as to how to pay for it.

Valerie Shawcross (Deputy Chair): I appreciate this is a horrendous thing to happen and to have to manage, particularly since we have the pressure of the Olympics to get this sorted. The thing I did not quite understand, Leon, and I know you have not been with us very long, is how come the inspection regime did not show up that really seriously deteriorated area sooner? I think there was a similar major failing in Spaghetti Junction, wasn't there, that was repaired in 2010? We would have thought that alarm bells would have meant that more serious inspection and intervention would have gone on at an earlier stage.

Leon Daniels (Managing Director of Surface Transport, TfL): In fact that was what was going on. You will understand that, obviously, as these steel cables fail the resulting pressure on the remainder increases. Therefore, the rate of failure is likely to grow exponentially because of the rate of failure. We were doing all this work from ultrasonic testing and some physical checking. Now, we are very loathe to do too much digging out of the concrete in order to inspect physically because that concrete itself forms part of the resilience of the structure.

Valerie Shawcross (Deputy Chair): That is a problem, yes.

Leon Daniels (Managing Director of Surface Transport, TfL): What we were doing and we have been doing for some time - and certainly this was on my agenda in the summer - was we were seeing the rate of decline in the physical structure, but the computations very clearly showed that we had many months before any intervention was required. Nevertheless, because the science of ultrasonic testing is not, of course, perfect, there were some physical investigations taking place. It was as a result of that enhanced checking regime, which was the physical checking of some of the cables, that we uncovered the particular area that gave us the original concern. So it was as a result of enhanced checking that we discovered it.

Valerie Shawcross (Deputy Chair): Why was there not enhanced checking at an earlier stage then?

Leon Daniels (Managing Director of Surface Transport, TfL): There has been a continuous process of enhanced checking but what frightened us was when we found an area where, this time, the physical evidence was different to the ultrasonic evidence.

Valerie Shawcross (Deputy Chair): So there had been a very rapid period of deterioration - is that what you are saying - perhaps last winter? Why had this happened so quickly?

Leon Daniels (Managing Director of Surface Transport, TfL): I am afraid the rate of deterioration across the structure is far from uniform. There are about half a dozen segments that are in worse condition than others. This is not just a case of every cable in the structure deteriorating at the same rate and the ultrasonic testing has its limitations. So, as we have found areas of the structure that were in worse condition we were carrying out more physical investigations and that is what was going on.

Valerie Shawcross (Deputy Chair): OK. I understand what you are saying now. Is there going to be 24-hour working?

Leon Daniels (Managing Director of Surface Transport, TfL): Yes, there is. There has been 24-hour working continuously since 22 December. Again, apologies to those people who perhaps were stuck in the traffic and appeared to see no work going on. That is because, I promise you, they were all inside. If we could have taken the end off it so people could have seen people beavering away inside, we would have loved to have done so.

Valerie Shawcross (Deputy Chair): I think it is important that you say that actually because people do feed these things back.

Leon Daniels (Managing Director of Surface Transport, TfL): I promise you, on Christmas Day I spoke to the site manager. He had a number of people on site. They had just stopped for their Portakabin Christmas lunch before going back in to carry on with work. So people were working night and day across Christmas and New Year.

Valerie Shawcross (Deputy Chair): I think we are grateful for that night and day working. Last question: are there any other similar structures – similar age, similar design – anywhere in London?

Leon Daniels (Managing Director of Surface Transport, TfL): No.

Valerie Shawcross (Deputy Chair): You are certain of that?

Leon Daniels (Managing Director of Surface Transport, TfL): Absolutely certain because, you will not be surprised to know that, as my other part of Christmas homework, that was an obviously place to go and see.

Valerie Shawcross (Deputy Chair): Yes, that was my next question.

Leon Daniels (Managing Director of Surface Transport, TfL): This is the oldest structure of its type. Since I have learnt this I am very happy to share it. Structures that are built like this now are not just built with these sections brought together and joined together. They are made to fit each other. Every concrete segment in a structure like this now is made to fit precisely to the one next to it. In 1959 these sections were all made generically and then stuck and glued and pulled tight together. In more modern forms of construction this sort of failure does not happen.

Murad Qureshi (AM): Caroline, I would not have intervened but for attending a public event on Saturday in Hammersmith where there are actually a lot of residents concerned, not just from Hammersmith but also Chiswick, which is clearly adversely affected. There are one or two issues that they brought up. One was, whatever measures are taken, what is going to be the extended life of the flyover?

Leon Daniels (Managing Director of Surface Transport, TfL): It is really important to clarify that because I had and TfL had said that this was a fix that might last us seven to ten years, which would give a seven to ten year window to a new Hammersmith Flyover or tunnel or whatever to be designed and constructed. Much more recently we have discovered as a result of all the work that the concrete in the structure is in very good condition. For as long as the concrete is in very good condition then effectively re-stringing the whole the flyover has a much longer lifespan than we had expected. The concrete has to be in good condition because that is what it is bolted to.

All the evidence now from both the investigations into the state of the concrete and increased assurance as far as the repair is concerned and the fact that we will be able to monitor the cables physically, continuously, this is now a very long-term repair, which means that the structure will be safe for decades. Therefore, any rush to design a replacement structure in the next seven to ten-year horizon is no longer the case. We are confident this will last for a very long time.

Murad Qureshi (AM): That was one of the things, as I said, that was clearly of concern to residents and they have their own views about what should be possibly replacing it. I will not go

into that. The other area, which touches on what Val said, is about other similar flyovers. Can I just confirm that we do not have similar issues with the Chiswick Flyover over the Hogarth Roundabout, because that certainly was a temporary measure and still feels like it when you go over it?

Leon Daniels (Managing Director of Surface Transport, TfL): Just to understand, this is the one from the A316 on to the A4?

Murad Qureshi (AM): Yes.

Leon Daniels (Managing Director of Surface Transport, TfL): It is a totally different form of construction. It carries nothing like the weight of the Hammersmith Flyover, which is taking 90,000-odd a day.

Murad Qureshi (AM): Finally, the Westway.

Leon Daniels (Managing Director of Surface Transport, TfL): The Westway is a much newer construction.

Murad Qureshi (AM): There are no issues there at all?

Leon Daniels (Managing Director of Surface Transport, TfL): None at all.

Roger Evans (AM): I am not sure I am reassured by that actually because, certainly in recent years, in my part of London we have had problems with the Gallows Corner Flyover, which was discovered at very short notice to need repairs that led to its closure. We also had problems with work on the Gants Hill Roundabout because they discovered that the concrete it was built on was reinforced and so it would take much longer to do a project there than expected. I think the whole of this business really raises questions around the asset management of TfL streets and, because all your structures are different, it is actually quite difficult to predict which ones are going to have a problem next, isn't it?

Leon Daniels (Managing Director of Surface Transport, TfL): It is indeed and you will not be surprised to know that we have a very good list of the condition, as we understand it, of all of the assets including the major structures such as you describe. Bearing in mind we inherited this particular Hammersmith Flyover from the Highways Agency in 2000. Since it has been in our custody we have been working very hard to understand the condition of it and the same with the other structures. We have a definitive list of the structures, the condition in which they are in, the sorts of repairs which are necessary and indeed a programme which, subject to funding, allows us to carry out temporary remedial work or more substantial remedial work in order to keep them in good condition.

Roger Evans (AM): One more question. Certainly looking at Gallows Corner and at this particular episode, you will see we have one lane open on each side and restrictions to traffic in quite a lot of other places which occur not because work is happening on the road but because of the weight that is being carried or whatever. Do you give any thought to utilising that spare

road space for, say, cycle traffic or something like that? It is sitting there, it is not being dug up and road space is at a premium in London.

Leon Daniels (Managing Director of Surface Transport, TfL): Indeed. In the case of the Hammersmith Flyover, the post tension steel cables I described emerge on to the surface at various points and that is the point at which we do the tensioning so that we have one lane open to light traffic. We are using the other lane for the access. It is the outside lane in both cases. So, physically, you will see us digging up the central reservation and accessing those.

I am afraid we do not have the other lane available even to cyclists. If we did - if I might just say so - the prospects of getting cyclists safely into the outside lane of a three-lane road in order to utilise a bit of flyover space and get them safely back into the kerb on the other side would be serious and it is something we have considered in a different context to do with cyclist safety. So it is unlikely for both of those reasons, I am afraid.

Jenny Jones (AM): I was wondering about traffic mitigation measures. I went past about three weeks ago and it was clear there was a lot of rat-running because people were trying to avoid the whole Shepherd's Bush area. Are you keeping figures on levels of traffic and what are you doing to actually make it easier, apart from telling people not to use that area?

Leon Daniels (Managing Director of Surface Transport, TfL): If I might explain. Firstly, the information about the closure of the Hammersmith Flyer was on the variable messaging signs right out as far as Banbury and Basingstoke and so on - all the trunk roads coming in from the west. For the record, just to say we do not signpost diversion routes because it is of no value diverting 100% of the traffic somewhere else. In any case, everybody's journey is different and, therefore, we need to tell people what the problem is and help them devise their own personal solution. We were very lucky, if I may say so, that this was discovered the week before Christmas because we did get the period across the Christmas and New Year holiday when traffic was lower. Even on the week of 6 January, which we have just had, overall traffic on the A4 corridor through Hammersmith was between 30% and 50% lower than usual and traffic on the diversionary routes around it were up by about 20%. So a proportion of the traffic disappeared.

Jenny Jones (AM): So you are keeping figures both in the area and the wide --

Leon Daniels (Managing Director of Surface Transport, TfL): Yes. Again, just to say, we spoke directly to Southwest Trains and Great Western, both of whom were making marketing initiatives to encourage people to avoid the flyover by using rail services. We had some other plans in place, that in the event we did not need to use, that would have provided alternatives for people that did not want to use their own cars on this particular section of road.

Jenny Jones (AM): What, buses or --

Leon Daniels (Managing Director of Surface Transport, TfL): And so on, yes. So we keep that under review. The really good news is that a lot of people heeded the warnings and either did not use their vehicles on this stretch of road at all or found diversions around it. We

also made lots of changes to the traffic signals in order to deal with the inevitable diversion of traffic on to other roads. For example, there is a way from Hogarth Roundabout up on to the Chiswick High Road and we made sure that you could get more than two cars out on to the Chiswick High Road at a time by manipulating the traffic signals.

Caroline Pidgeon (Chair): Thank you very much.

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Transport Committee

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Transcript of Item 6: River Services

Caroline Pidgeon (Chair): Let us move on to our first major item on today's agenda, which is looking at river services; something this Committee did previously under a rapporteurship by a previous Member¹. Some of us went out on a site visit in December with Thames Clippers looking at all the various different aspects on the river.

I am going to kick off the questioning and there has been lots of talk, I think, from the Mayor. We saw his River Concordat come out. We have seen the *Rivers Action Plan*. The Mayor has talked about a target of trying to achieve 12 million trips a year. He thinks that could be achievable on the river. Maybe starting with you, Richard [Tracey], what has been the Mayor's progress in increasing the use of river services given the figures that we have had from TfL show that, actually, it seems to have declined slightly in 2010-11, levelling off really the use of the river?

Richard Tracey (AM, the Mayor's Ambassador for River Transport): Of course, the current Mayor [Boris Johnson] came into office in 2008, having had, as part of his manifesto, a pledge to increase the use of the river. I think he was building, in part, on the study that you already mentioned which was done in 2006 by the Transport Committee, *London's Forgotten Highway*. We have actually seen an increase of 50% since that report was done and in fact in the four years or nearly four years of this mayoralty we have seen an increase of use of the river by, I think, about 36%. Now, you mentioned a target of 12 million trips a year. We are actually now on about six million trips a year.

A comparison of a similar river, which you may want to talk about later on, is the Brisbane River in Australia where indeed they do not have the alternative Underground services that we have close to our River Thames, but they carry ten million passengers a year out of a population of about a couple of million people. So it is a much smaller population but they have achieved that. I think the target of 12 million is not an unreasonable one. It is certainly something for us to aim at and we are going for it because, in fact, river transport has doubled since 2000 when the GLA and TfL first came into being.

Caroline Pidgeon (Chair): I just want to clarify the figures because you are saying it has gone up 36% under this current Mayor, 50% since our Committee report. The latest data we managed to get from TfL - I think we had revised data come through yesterday - showed that in total it was 4.1 million for the year 2010-11, which was the most recent year TfL was able to supply, which showed a slight decrease. River Bus passengers they had at 2.6 million. I know

¹ London's Forgotten Highway, October 2006, <http://legacy.london.gov.uk/assembly/reports/transport/river-services.pdf>

Sean's [Collins, Managing Director, Thames Clippers] data, which is for the whole of last year, showed it at about three million. So it does not seem to quite add up with what you are saying.

Richard Tracey (AM, the Mayor's Ambassador for River Transport): We are talking about the river traffic, the clippers and, of course, the Woolwich Ferry. That is river transport. So the figures that I had been given from our researchers certainly did show an over 30% increase since 2008. Clearly, there is an increase. Sean may know better than I do, but if there was some levelling out that may have had something to do with fewer tourists coming and, indeed, possibly the economic state of the country in that --

Caroline Pidgeon (Chair): Before I come to Sean, can I just pick up with Leon; the figures that you have supplied us with, do they include the Woolwich Ferry?

Leon Daniels (Managing Director of Surface Transport, TfL): I was going to explain, Chair. The figures you are looking at, the 4.1 number you are looking at, excludes the Woolwich Ferry.

Caroline Pidgeon (Chair): If you knew you were going to be talking about it, it would have been helpful to have the same figures. That is ridiculous to have sent us this yesterday and you are now using other figures.

Jenny Jones (AM): Does that account for the increase? I have not really understood this. Does that account for the increase that Richard is talking about?

Caroline Pidgeon (Chair): I think it must do. Perhaps we can get a breakdown per mode for us to look at afterwards that shows the Woolwich Ferry. It must do because it has levelled off really, our figures show, in the last year.

Sean, do you have any comment on use of the river?

Sean Collins (Managing Director, Thames Clippers): Chair, I think, to be fair, the figures that have been collated over recent years have been very inaccurate for a large proportion of the tourism vessels. The figures that we have provided to Transport for London (TfL) certainly in the last five years to substantiate our numbers have been automated and have been relatively accurate. I think if you look at the growth in commuter traffic, bearing in mind we have only had a commuter service now running for just under 12 years, there has been significant growth and there is strong evidence there that the support that has been given from both Mayors has contributed to that.

Caroline Pidgeon (Chair): It looks to us at the moment that the figures seem to be levelling off, having gone up considerably. Are you expecting there to be an increase this year?

Sean Collins (Managing Director, Thames Clippers): Once again, there have been stages in which the service has expanded. In 2006-07 there was a major expansion with a significant increase in capacity and frequency and duration of operation. There have been various stages throughout that 10-11 year period that have influenced those increases, those spikes.

Caroline Pidgeon (Chair): Given towards the end of last year you opened the Vauxhall Pier, for example, are you anticipating that this next year you will see a bigger increase because you now have more piers?

Sean Collins (Managing Director, Thames Clippers): Absolutely, yes. We are expecting to see an increase and obviously the Olympics is going to add to that.

Caroline Pidgeon (Chair): Fantastic. Can I pick up maybe with you, Richard [Everitt, Chief Executive, Port of London Authority (PLA)], the Mayor's River Concordat which was launched and there was a lot of publicity around it, has it delivered clear leadership and a clear strategic plan for the development of river services and better co-ordination?

Richard Everitt (Chief Executive, PLA): Yes, I think it has proved very useful, not least I think it has brought a focus to the need to improve piers and, where possible, provide additional piers. I think the development of Tower Pier, for us, has been an absolute priority and that, I think, is due to happen any moment now. The recommendation in your Committee's report talked about signage being important. That has come through well. I think, just generally getting the key players together and discussing the issues around river transport regularly has been useful. The current move within the Concordat is to identify three or four key things that we as a group should work on and I think that is actually now the right way to go. We were probably spreading the resources on too wide a field. Yes, it has been a useful initiative. I do not think there is any doubt in my mind about that.

Caroline Pidgeon (Chair): The Port of London Authority is something that has a very key role in all of this. What are the three or four things that you think you are going to be focusing on and what is your role within that?

Richard Everitt (Chief Executive, PLA): It is necessary to confirm that our role is essentially about safety on the river. That is really what we are here for and what we are about. Piers, for us, are a very important part of that because, if people cannot get on and off piers and cannot get on and off piers in a sensible way, they mill around and that causes congestion in the channels, believe it or not, particularly at busy periods. Sean has a commuter service. He has to keep a timetable and capacity on the pier, for us, is absolutely important; hence Tower Pier, which is the busiest pier, and the prioritisation on that. New piers and looking at services going west, I think we are very pleased that we have been able to get the pier in at Vauxhall and I am sure Richard [Tracey] will talk about moving services and greater capacity going further west. Then, I think the issue is promotion: how do you promote the service as an alternative to some of the other things in London? Hence signage and possibly, to a degree, advertising.

Richard Tracey (AM, the Mayor's Ambassador for River Transport): If I could just add, the Concordat has, I think, been a very clear signal to a lot of people that we are making strides in this area. There is no doubt there is a lot of demand from people. Richard [Everitt] has mentioned the west end of the river and there is a lot of demand, I know, because, of course, they are my constituents and they are constantly talking about wanting the ability to travel by river. I think what the Concordat has done, apart from the main statutory players, the GLA, PLA

and TfL, we have brought the developers together and the riverside boroughs and they are now working much more closely.

The developers are being asked and indeed it was a request from the previous study by the Committee that perhaps the borough councils should think more in terms of Section 106 contributions to enhance river transport. Certainly, that has been happening. There is no doubt about it, the contribution made by the developer to the St George Pier at Vauxhall was very much part of that and that certainly is the intention of two or three developers, to contribute to the proposed Plantation Wharf Pier up at Battersea. It certainly was happening before, but in a rather less structured way than it is now.

Caroline Pidgeon (Chair): Is there a clear, say, 10-year strategic plan for expanding river services up to 11-12 million trips a year and are there barriers to the expansion that is planned?

Leon Daniels (Managing Director of Surface Transport, TfL): I think it is important for me to say, the provision of services on the river is, essentially, done by the private sector with commercial risk. There is a small amount of public money used to subsidise some services where there is clearly a need and separately to work with the infrastructure to make sure that it is easy to use, the signage is clear and that information about the services available is provided.

In terms of size, the number of passengers on the river, without the Woolwich Ferry, is about the size of a medium-sized suburban bus route. It has, of course, huge potential capacity but the river works for particular sorts of journeys. The river, travelling in the direction that it does, meandering as it does, provides good journeys for certain pairs of origins and destinations that are close enough to the river and are the right distance apart from the right bit of the river. In itself, it is never going to make a phenomenal contribution to the number of --

Caroline Pidgeon (Chair): The Mayor has set you a challenge. He has set out this plan that Richard [Tracey] is then championing for him. Do you have a strategic plan, a 10-year plan, for the river?

Leon Daniels (Managing Director of Surface Transport, TfL): I do not have a strategic 10-year plan for the river. TfL's role is to encourage the commercial operation of services on the river with good value for money of public subsidy.

Caroline Pidgeon (Chair): Sean, is that, do you think, perhaps a weakness, that there is not that strategic vision implementing what the Mayor is pushing via Richard?

Sean Collins (Managing Director, Thames Clippers): It has regularly been referred to as London's best kept secret and I think there is an element of that. The Concordat has had some very good work streams and some great visions and ideas have come from that and a lot of work has been done, but we have not seen a lot of that work actually come to fruition. I think that is largely due to budgets and being able to see it through. Examples are where river services are excluded from other forms of transport and integration.

I was horrified a little while ago to pick up the Barclays Cycle Hire docking station map and you look at the amount of those that are very, very close to the river and yet river services are not identified in the key like all the other forms of London transport. As Leon has quite rightly said, there is a very small area around each pier that you will get somebody to use the boat and that is where it does restrict it. However, where it can integrate into other forms of transport there is a severe lack of knowledge and communication from staff and everybody at those locations and awareness of river services. We have to start by getting the river on the transport map.

Caroline Pidgeon (Chair): It feels to me that TfL may need to have a much clearer strategic plan to help drive that.

Roger Evans (AM): I was pleased to hear, Richard [Tracey], that you are looking at extending services westward up the river. Are there any plans to extend them eastward down the river? Certainly, I know that in my constituency, in Rainham, we have often talked about having a pier there and running services for commuters from Essex who want to go up the river to Canary Wharf and also to allow people to visit the bird lands at Rainham Marshes and all of the sites that there are down there. Is that something you are looking at or is this purely a West London initiative?

Richard Tracey (AM, the Mayor's Ambassador for River Transport): No, certainly. We are looking to expand wherever we can. Indeed, I have heard from constituents of yours, Roger, that they would indeed like to see river services further east. I think Sean will tell you that certainly it is not in any way beyond the bounds of Thames Clippers to take the transport further and, indeed, they go to Tilbury to pick up passengers from cruise liners. They lay on various other services apart from the normal river taxi services. We are indeed very happy to look at further services east.

In fact, you were rather pointing at the fact that I had mentioned the west but actually above Putney Bridge at low tide there is really pretty low water, as the more technical experts here would tell you. The rowers - because it is really the world capital of rowing, Putney Embankment - would say that they really did not want to see a lot of extra motorised boats up there. I think there is great scope for going east if it is feasible for Thames Clippers and other operators and if indeed there is the demand that you have alluded to.

Roger Evans (AM): What do you think, Sean? Is it possibly too far? Is that a concern? Is it about the passengers? These are not the same sort of people who come off cruise liners. They may want to have better value for money.

Sean Collins (Managing Director, Thames Clippers): I think the point that Caroline made of having a plan is a key part to this because we have to look at what is currently on the transport expansion list and Crossrail and the high-speed rail links and other forms of transport are going to provide areas of the east with an enhanced form of high-speed transport. That said, there are pockets that can link into those longer-term plans and I do believe that certainly as far as Dartford there is potential for expansion of river services. Rainham is a very, very good site because it is where the A13 starts to bottleneck.

One thing that we do know is that river transport has always encouraged people to get out of their car because it is a civilised form of transport that gives them the environment that they would have in their car. You know, they have to have a seat and it is an experience very similar to what they would have if they were sitting in their own vehicle. So I think there is a potential there of having a park-and-ride at Rainham and similar connections at Barking to the Royal Arsenal where we will have a Crossrail station very close to the pier.

Roger Evans (AM): Thank you. That is very positive.

Caroline Pidgeon (Chair): Yes, we did see some of that on the site visit in December.

Steve O'Connell (AM): I will be investigating and looking at how the previous report picked up on barriers to river services. Before I get to that, a comment I would like to make is I am reassured particularly by Leon's comments that, as for public money investment into the river, it should be, shall we say, miniscule compared to private funding - Richard picked up on the private developments along the river - because clearly there are other parts of London that have a need for traffic infrastructure where there are no alternatives.

Clearly, we have picked out here the river in the main. There are other alternatives although, quite rightly, it is an aspiration to get people using the river more. That is why I am a little reticent about TfL plans. It is quite right that TfL, through the Mayor, would have an idea about where he wants to go, but plans often come with big budgets and I would be a little bit reticent in putting big budgets into the river. That is just a personal point on behalf of residents where I live.

Moving on to the barriers to improving river services, it was very much around piers. We talked about piers already earlier and we talked about investment in new piers, the Tower Pier and Vauxhall, etc. One of the points raised by the previous Committee was around the multi-ownership of the piers which in itself would be of assistance. When I spoke, Leon, to your predecessor about this subject, because I do genuinely have an interest in the subject, the problem was around piers, capability, capacity and ownership.

Now, we have clearly moved in a decent direction around that and the key to unlocking the river will be around pier accessibility. So it is across the piece, all of you really, for your thoughts. We have travelled hence-far without including the piers. To take it further and to make it a success what more do we need to do and what other hurdles do we need to overcome?

Sean Collins (Managing Director, Thames Clippers): I think that the piers are the biggest problem and if you are talking about the piers in entirety it is an absolute mess and focus has only been given to a very few select central London piers. Do not get me wrong. It is important that central London has the right infrastructure that can cope with the demand of additional services coming in from the east and the west. We certainly need to start with the heart [of London], but then broadening out further east and further west. We currently operate 15 piers and out of those 15 piers there are 10 different owners. Can you imagine another major form of transport having to cope with that situation? It just does not work.

Steve O'Connell (AM): That was picked up by the earlier report and, clearly, there are issues around that. Richard [Tracey], what is the Mayor's view on that?

Richard Tracey (AM, the Mayor's Ambassador for River Transport): I think one of the reasons why the Concordat came into being was to try to resolve or sort of smooth out some of these problems. Clearly, the developers who are putting money into piers such as the Vauxhall Pier and other proposals - I mean the London Eye Pier is being extended. In fact, that should be finished, I think, by March (I was told the other day). It is very significant that developers that are involved in the piers do understand this problem. Most of the central London piers are TfL piers, but I do not think we can expect TfL to continue to produce more. Central London is one thing, but the outer reaches, whether it be west or indeed potentially east, we do need to look at developers so they understand that, I think.

Steve O'Connell (AM): Central London has a plan. It has piers. It has some new piers, etc. It may not be sufficient and the ownership might be an issue.

Richard Tracey (AM, the Mayor's Ambassador for River Transport): They are being extended in length. Embankment Pier is another one. Already Tower Pier has been mentioned, I think, by Richard [Everitt]. Clearly, TfL is doing work on those central London piers where the heaviest amount of traffic is to be found; but clearly with the other ones we do need to have some sort of co-ordination, which is what the Concordat is certainly seeking to achieve and, I think, is getting there.

Steve O'Connell (AM): So that will be the point that we are making. You are saying that, Roger particularly, he would like to see some river services extended east and towards the west and, of course, we all know the world is not central London. Therefore, with the Mayor's aspirations to take the river services up and down the length of the river, because it is a river and it goes a long way, and without funding of any magnitude from TfL, Richard [Tracey], you would see this coming from private developers down Roger's end of the woods, and that sort of thing?

Richard Tracey (AM, the Mayor's Ambassador for River Transport): Clearly, that is what you were calling for as an Assembly Member and as one representing very much an outer London constituency. I do not think we could expect the overall London taxpayer to be putting more in. What we do desperately need - and what I have said all along since I started doing this job - is the active enthusiasm and support of TfL because it is a very big player in all matters of transport. If it sort of holds back and drags its feet as a body then I do not think other people will feel that they should be pushing this. This has been a feeling which I have shared with what we will call "the Arranger" as first transport adviser and now Isabel Dedring as the Deputy Mayor Transport. We do desperately need enthusiasm and support from TfL and from the Board of TfL and I think there are members that are very enthusiastic; but probably they all need to be.

Steve O'Connell (AM): My last point really is around the numbers. We quoted the numbers, what they are at the moment including the ferry, and the aspiration to go to 10 or 12 million, and that is an aspiration indeed. I do not want the exact details but I am interested in the usage regarding leisure against commercial. I am interested in Londoners who want to get to work. I

am sure we all do, although, of course, we want visitors to enjoy the river. On that breakdown that you have and I do not want exact figures but on a sort of percentage - you might know, Sean, of your users - what proportion of people are really going around their business life or a leisurely day with a family, broadly?

Sean Collins (Managing Director, Thames Clippers): A very large proportion are business users. We have several corporate customers that purchase tickets from us to allow their staff to get from Canary Wharf to central London, from the City and to the West End. There is a great need and that has in fact replaced mini-buses on the road. There is an example there as to how it is assisting. There are a large proportion of regular users and we have, unfortunately, been able to identify this lack more so with some of the issues that we have had with piers.

For instance, one would expect Greenwich Pier to be heavily weighted towards tourism and, given some of the issues of access to Greenwich over the last two or three years because of development works, we have learned that that is in fact not the case. There are a large proportion of regular users that use the service to get into the City and the West End at all various times of the day. People's journey patterns, as I am sure TfL are more than aware, are very staggered and vary significantly now.

Steve O'Connell (AM): That is very helpful, thank you.

Leon Daniels (Managing Director of Surface Transport, TfL): It might just be useful to say that, excluding the Woolwich Ferry, there are about twice as many regular passenger journeys as there are tourist passenger journeys.

Steve O'Connell (AM): That is really helpful. Thank you.

Richard Tracey (AM, the Mayor's Ambassador for River Transport): There is a lot of potential, undoubtedly. As I said earlier, in the surveys that we do and indeed, because of the position I hold and because of the constituency I have, I do receive a lot of requests for greater use of the river. The title of the previous report, *The Forgotten Highway*, is exactly what people believe it is, forgotten and under-used, and, of course, commentators in the newspapers have said the same.

Richard Everitt (Chief Executive, PLA): I think there is one additional important point about piers. This is a highly tidal river and the structures have to be very robust. I think Sean would probably bear this out. The maintenance of, what I might call, the smaller piers is a real challenge for the operators, be they TfL or, in many cases, not TfL. Trying to keep those up to standard and in being, I think, is another factor in this equation. Not least because they do not carry that many passengers and, therefore, the revenues are not that good and it is a function of how tidal the river is and how strong the tides are.

Caroline Pidgeon (Chair): That is helpful. The other point on the figures, we are going to go back and really clarify all these figures because you were using different figures to those you gave us yesterday. Let us just clarify how many are, as it were, commuters, how many are tourists and so on. I think that would be helpful.

Richard Everitt (Chief Executive, PLA): It is the reason why I quoted the ratio rather than the actual numbers.

Caroline Pidgeon (Chair): Yes. I think it would be useful for us to get that.

Victoria Borwick (AM): Are the current figures we have consistent or do they vary in their make-up? I think that was the point --

Caroline Pidgeon (Chair): That is what we are going to --

Victoria Borwick (AM): I mean that is the only thing. I can understand we are having a proper breakdown, but are the current figures consistent? In other words, are each of the way they are put together consistent.

Leon Daniels (Managing Director of Surface Transport, TfL): I think the only difference between the figures is whether the Woolwich Ferry is included or not. That is roughly two million people a year passenger journeys. Therefore, the numbers, I think, are broadly --

Victoria Borwick (AM): My question really was, were they included in some years and not in others of the figures that we have?

Leon Daniels (Managing Director of Surface Transport, TfL): No, they are consistent throughout; consistent since 2003-04, I think, which are the numbers you have.

Murad Qureshi (AM): Even if we accept six million as the figure annually being of passenger use, that is equivalent to one day's usage on the buses and I think we just have to put in context the impact it could make, whatever extent. I am not sure we can make a comparison with Brisbane because I think the nature of Brisbane is quite different from a tidal Thames.

Nonetheless, another key issue - and it has come up when we had the whole issue of the possibility of PLA being brought into the GLA group - is what levels of subsidies can we realistically give a river passenger. There was some controversy but can we clear how much is being given to river passengers per journey during weekdays in comparison to bus service per journey?

Leon Daniels (Managing Director of Surface Transport, TfL): I will come back to you with that in order to make sure it is accurate.

Murad Qureshi (AM): Well, I say this because, for example, there was a report launched by Policy Exchange, *A Rate of Knots*, which was putting the argument essentially for the PLA to come in. There was a huge amount of contention and they suggested the river service was only getting 14 pence a passenger along the Thames and even the Mayor came along to the launch and suggested that was not quite right, it was about 69 pence. Before we go anywhere else, I think it would be useful to have that sorted.

Leon Daniels (Managing Director of Surface Transport, TfL): We just need to be clear. The vast majority of services are provided commercially, full stop. A small number of services are provided with subsidy from TfL and there is an arrangement in place, which is not subsidy, in order to compensate the operators for use of certain sorts of prepaid tickets. In terms of subsidy per passenger - just to reiterate - a very large number of the services are provided purely commercially by the operators. The subsidy is in respect of certain areas of the operation and some of the public money is not subsidy. Some of the public money is compensation to the operators for taking prepaid tickets.

Sean Collins (Managing Director, Thames Clippers): One of the reasons why it is so confused with that number, because our passenger numbers are very accurate, is because the subsidy is calculated on a very small window day part; morning and evening commute up until 8.30pm. It is a very, very small window in which the subsidy is attributed to passenger numbers. Coming back to the point that was mentioned earlier, we are a form of transport and no other form of transport has anything broken up in a day part. It is important that that subsidy number is calculated across the complete period of operation of such service that is subsidised.

Murad Qureshi (AM): That is something which we will need to follow up on the subsidy level.

Valerie Shawcross (Deputy Chair): Obviously, it is going to be very difficult given the economics of mixing a partly subsidised and a wholly private system. What danger is there to the tourist boats, the tour and charter operators of undermining their legitimate commercial business by public subsidy of the river buses? I mean is that an issue that this structuring of the day is concerned with?

Leon Daniels (Managing Director of Surface Transport, TfL): This is a huge issue and it is no different to the difference between the open-top sightseeing buses in London and the regular bus services. The regular bus services are subsidised, as you know, and the sightseeing tourist buses, which operate on premium fares, are not. The situation is exactly the same. You would no more extend Travelcard usage on to open-top sightseeing buses in London, where the average fare is £10 or £12, than you would be able to in any way harmonise the fares and arrangements for the tourist boats in London as opposed to the ones providing regular services.

Yet there are some overlaps because some of Sean's boats carry tourists because they want to go to and from places that he serves and some of the tour boats carry regular passengers because, by coincidence, they happen to be doing the journeys that they want to do. That is why - just to reiterate the TfL position - there remains the one of using a small amount of public money in order to make sure that things that are necessary are provided without in any way interfering with the market forces that are going on, on the river.

Jenny Jones (AM): Just for clarity, are you saying that all of the services have a tiny amount of subsidy for those peak hours; so all private services have some public subsidy?

Sean Collins (Managing Director, Thames Clippers): We are the only services that operates - and the western service that was - during the peak commuter hours. The other services do not start until gone 9.00am and finish earlier.

Caroline Pidgeon (Chair): Obviously, we are talking about subsidy, but fares is the big issue that often comes up. Are you planning, particular as you have more piers opening west like Vauxhall, to look at the short stop fare packages rather than giving somebody a Travelcard, as it were, for all of your river services so that you might encourage more people, say from Vauxhall or somewhere, to use the river bus services?

Sean Collins (Managing Director, Thames Clippers): Once again, we have been trying to follow the lead of TfL, which is trying to reduce the amount of different fare structures. Obviously, with an extension as far west as Putney there then is potentially an opportunity for a fare to be structured on a zoning basis and if you are going to travel through Central London, for instance, to Canary Wharf then that may be more of a premium fare than coming just into Central London.

Caroline Pidgeon (Chair): That is what you are looking at, are you saying, at the moment?

Sean Collins (Managing Director, Thames Clippers): Potentially, yes.

Murad Qureshi (AM): I think we have dealt with the subsidy thing, but there are questions that have been raised and let us make that open and clear. Where we are at this moment is unclear because every time it does come up there seems to be different figures thrown around. Progress and awareness of the service and marketing is quite key, particularly at interchanges. My own personal experience is that I am glad to see at Westminster Tube Station it is quite clearly indicated how you get to the Embankment to get on to services, but you can go to Chelsea Harbour as well and you cannot rely on the reliability of the service. Where are we on that to move this beyond, let us say, the transport anoraks who may know this but no one else in London?

Leon Daniels (Managing Director of Surface Transport, TfL): I think we would have to say that the provision of signage, the provision of marketing information, the provision of real-time information and altogether the work that is done to make the piers look like they are part of the integrated transport network in London has been exceptional. The thing looks a king compared to how it was only several years ago and anybody travelling in London for the first time cannot help but notice, certainly on the TfL piers, that there is a commonality between the way in which underground stations look, the way in which bus stations look and the way in which the piers look. It is much better than it was.

The provision of the real-time information, the advertising campaigns, the provision of management at the piers, all of this is so much better than it was and I hope it does not sound like we are complacent. I think, just for the record, things are so very much better than they were. Clearly, there is more work that can be done and I am sure we will be working with the operators to do that but, frankly, I think it is harsh to suggest that the river continues to be a huge secret. There is no doubt that it is capable of much greater usage if the demand is there and the operators are prepared to provide it. I think it is certain that TfL will continue to do all it can, to use all the media that it has including the internet including its own marketing

opportunities and leaflets and information and so on. It is clear we will continue to promote the river very heavily in order to encourage usage by all.

Murad Qureshi (AM): Sean, do you similarly agree that it has actually got better?

Sean Collins (Managing Director, Thames Clippers): Absolutely. I totally agree that the TfL-owned piers have a commonality and have a good structure, but predominantly they are serving the tourist trade and it has to have a linked-up approach throughout; it is a partnership. It was mentioned earlier on, it is very important that the private sector, as in the operator, is encouraged to invest and expand and that is going to require financial support and subsidy and a broader vision and plan for piers throughout the entire potential routes, not just Central London. Richard's [Tracey] point earlier on whether that is the PLA or whether it is TfL or who, but we need a plan to resolve those issues.

Richard Tracey (AM, the Mayor's Ambassador for River Transport): I should say that in the Concordat there was some research done about the signage and where there were gaps in it when we were discussing it and certainly that is being put right. Of course, the other thing is where the Underground lines run past a pier, as you will know, it is on the map on the train and there are announcements made on the public address in the train that you can change for mainline services and for boat services and so on. So we are getting there but it has been a matter of pushing. I think the pushing is going on now, but it could be far better. The maps, obviously, that Sean has mentioned, maps relating to the bikes as well as the overall TfL maps, can certainly pinpoint where there are piers very well.

Murad Qureshi (AM): OK. Well, long may that continue. There is another aspect of the Thames which is often forgotten when people talk of it as the "forgotten highway". It was not just moving people. It was also moving a lot of goods and freight, particularly. I just want Richard Everitt, please, from PLA just to tell us what has been happening on that front because in some ways that saves us from having a lot of lorries on the streets of London and I something think is not often highlighted enough, particularly what has happened recently.

Richard Everitt (Chief Executive, PLA): I think the challenge with moving goods, Murad, as you know, is having wharves to receive them; primarily, I would say, in West London but to a degree in east London as well. The picture has been variable. I mean, there have been years of increases and years of decrease. There is going to be, I think, a very significant increase in the use of the river primarily in the east with Crossrail and that has been put to them recently; absolutely committed to spoil out and indeed quite a lot of material is in. We certainly have converts in Network Rail and Balfour Beatty with the Blackfriars Bridge development which, to a very large extent now, is water served, and when I say to a very large extent, I think probably well into the 80% of materials have come in by river and a pretty slick operation to be quite honest, which we've been working with them very closely on. The Tideway Thames Tunnel will be another big opportunity.

I still think the planning system could help us more on this. Yes, the safeguarded wharf policy is there but it is a negative. It says you cannot do anything other than use it as a wharf and we still have a situation which a lot of people, developers have sat on wharves for years and,

indeed, my own organisation spent inordinate sums of money trying to bring these wharves, two wharves so far and hopefully a third back into use.

The other thing I think which could be really useful is planning conditions still. If you are going to do a development like the one behind you over there, which is right on the river, why isn't the planning condition saying, "You must use the river unless you can really show us you cannot"? We've done some work with local planning authorities, a lot of work with planning authorities. The model conditions are out there. I know the GLA has as well but I think really emphasising and demanding that when you can use the river, you do, will help the business. Overall, I think looking forward over the next three to five years, there are some real opportunities out there to use the river to a much greater extent than even it is today. On the 2009 figures, about eight million tons was carried on the river. The best year was over ten million and I think we should certainly be aiming for the ten to twelve million ton mark rather than the ten to twelve million passenger mark but lots of opposition to the numbers.

Murad Qureshi (AM): Richard [Everitt], sorry for this slight diversion because I think it is quite important. If you can do that in equivalence of how many lorries that stops going up and down the roads, I think would be very useful.

Richard Everitt (Chief Executive PLA): Divide it by 20 and you get the number.

Murad Qureshi (AM): Getting the numbers and I am glad Crossrail are using the Thames and the Tideway Tunnel. Can you finally just tell me if there are any conflicts between the use of the Thames for freight and/or passengers?

Richard Everitt (Chief Executive PLA): I do not think so, not at the sort of levels we are working at here. I am sorry to go on about Tower Pier but Tower is a very big pinch point as is Westminster and I think extending Tower Pier will help remove some of the navigational challenges - let us put it that way - so that vessels can get in and get out quickly and not hover around Tower Pier and Tower Bridge which is probably, in navigation terms, certainly one of our big concerns at the moment.

Murad Qureshi (AM): So apart from a few pinch points, we can work together.

Richard Everitt (Chief Executive PLA): Yes, we certainly can; it can certainly be had.

Jenny Jones (AM): Leon, I was going to ask you about the commitment of TfL to river services but you were asked that before.

Leon Daniels (Managing Director of Surface Transport, TfL): I hope I said we are absolutely committed to river services and will do everything possible.

Jenny Jones (AM): What are you actually doing though? Have you thought about having a river representative on the TfL Board, for example, so that the river is constantly brought into play as a public transport issue at TfL level?

Leon Daniels (Managing Director of Surface Transport, TfL): The appointment of board members is a matter for the Mayor, of course, so I'm afraid I do not have any influence.

Jenny Jones (AM): Might you recommend that sort of person?

Leon Daniels (Managing Director of Surface Transport, TfL): I will certainly discuss that with the Mayor. I am happy to do that.

Leon Daniels (Managing Director of Surface Transport, TfL): Firstly, we never lose sight of the river in all of the discussions we have inside TfL and I can think of 100 occasions in the last six months or so when discussions about things such as arrangements for the Olympics, such as alternatives when the Underground had to be closed for one reason or another such as for engineering works; we never lost sight of the fact. As a tidy instance, when there was a problem with the Underground here at Tower Hill and there was a rail replacement bus service operating for the Docklands Light Railway (DLR), we moved the terminus of the rail replacement bus service from Tower Hill Station to down here at the top by the pier so people could come down to Tower Pier to continue their journey that they would have used the district line for, so all sorts. We never lose sight of using the river wherever we can. The team that runs London River Services inside TfL is a really competent part of the organisation; they work really very hard on this and I promise you, we never forget anything we can do with the river in all of the things we are talking about - operationally and planning - inside TfL.

Jenny Jones (AM): What about expansion of services. We heard earlier about the expansion of services possibly from Rainham Marsh is the park and glide idea, which I think is absolutely brilliant as a name, and at Westminster Pier, for example. What expansion are you doing?

Leon Daniels (Managing Director of Surface Transport, TfL): Again, I have to go back to the fact that our job is to make it easier for the commercial private sector to provide services on the river and that is about pier capacity, it is about management, it is about information and so on. In terms of expanding the services, therefore, it is a matter for the commercial operators to judge the demand.

Jenny Jones (AM): It is partly to do with the fact that you have quite long term contracts with various operators. For example, at Westminster Pier, the river bus cannot stop at Westminster Pier because it is already full, so what about making it slightly larger and then you could allow the river bus to stop there?

Leon Daniels (Managing Director of Surface Transport, TfL): Those are the sorts of things that are barriers, for sure, but just to be clear: TfL could, if it wanted to, take a view about the level of service that is needed on the river from as far east to as far west as is necessary and attempt to procure those services the way it procures the bus network. Now, the upside of that would be that it would be fully integrated inside the whole TfL family. What certainties would there be? Sean's share of the market would go down dramatically because a number of other operators who would like to have a commercial contract with TfL would come in and have them, and, secondly, the level of public subsidy would go up dramatically, so we do not believe that a wholly procured intensive network of services procured by TfL with a huge

amount of public subsidy is appropriate in a climate where because of the economic recession, taxpayers' money has to be spent very carefully. I can safely say, in the round, there is still capacity on the existing network for the services being provided by all of the operators and we have no doubt that if that capacity starts to pinch and more capacity is needed, the operators will take a view as to whether they are prepared to invest in that extra capacity and if they are not, TfL will have to take a view as to whether it is in the public interest to provide it through public funds.

Jenny Jones (AM): I am sorry; was that in answer to the Westminster Pier question?

Leon Daniels (Managing Director of Surface Transport, TfL): My point is there are some physical constraints on the network of which Westminster Pier is one, and, clearly, there are things that TfL might be able to do to release that. Just back to where we were though; in the current economic climate, we have to spend our money very wisely and in the overall scheme of priorities, we have to balance the capacity and potential capacity of the river with other constraints and calls on the money we have to spend but I fully accept that there are pinch points on the network which, if unlocked, might make a difference to expanding the river.

Jenny Jones (AM): There is also this issue though of actually locking yourselves into contracts that then do not allow any flexibility.

Leon Daniels (Managing Director of Surface Transport, TfL): There is.

Richard Tracey (The Mayor's Ambassador for River Transport): Jenny, on Westminster Pier, I should tell you that one of the greatest advocates of using it for river taxis is Kate Hoey. Last week, I was at the South Bank Employers' Group meeting and both Kate Hoey [MP for Vauxhall] and Simon Hughes [MP for Bermondsey and Old Southwark] were speaking to me about Westminster Pier which, you are absolutely right, is not used at all for river taxis; it's purely for cruising, so there are very strong advocates. The MPs, I find, along both banks of the river, are very keen on river transport which is a very good thing.

Jenny Jones (AM): This Committee will obviously miss you when you get to be appointed to the TfL Board.

Richard Tracey (The Mayor's Ambassador for River Transport): Very kind of you. Actually, the representation on the TfL Board at the moment is through Isabel Deding, the Deputy Mayor of Transport who is also the Chairman of the River Concordat. I assist her on the River Concordat, but certainly there is a representation there so we are not short of it, but I am very grateful that you should be suggesting another job for me.

Valerie Shawcross (Deputy Chair): You probably cannot answer this question now, so I would be very happy with a written reply, but we do spend a lot of time worrying about the relative environmental cleanliness of different forms of surface transport, different types of buses etc versus car vehicles and I could not find any information in this brief about the environmental performance of river transport and the different types of river transport per passenger, kilometre, so that would be quite helpful. I guess my fear is that it would be very

fuel inefficient because of the tidal nature of the river but if there is any information available on that, I think it would be interesting.

Leon Daniels (Managing Director of Surface Transport, TfL): We would certainly be happy to provide that and it gives me the opportunity to say out loud that, of course, the Willett Ferry is now running on ultra low sulphur diesel and for anybody who watches the Willett Ferry, you will see much less black smoke coming out of the ferry as a result.

Caroline Pidgeon (Chair): Sean, did you want to comment on any of the environmental technologies at all of your fleet or --

Sean Collins (Managing Director Thames Clippers): Absolutely. Once again, we have been operating on ultra low sulphur fuel now for several years and we are constantly looking at ways in which we can develop more fuel efficiency and an environmentally friendly way of operation but equally, the point that is made is calculated on per passenger journey and if footfall increases, then the omission per passenger journey reduces. As Leon says, we have access capacity to accommodate that without additional grant.

Roger Evans (AM): We have kind of strayed into these areas already but, Richard Tracey, what lessons can we learn from abroad to help us improve our services?

Richard Tracey (The Mayor's Ambassador for River Transport): I think you have already had part of the answer. In terms of a relatively similar river, Brisbane is the one. Sean knows the Brisbane River very well and I think they first started operating catamaran boats on the Brisbane River. It is tidal and it winds in the same way as the Thames but otherwise, I understand that Paris is looking at a riverboat service, river taxi service similar to ours. Of course, the Seine is far from being tidal and very far inland. It is a very, very different river from this one. Otherwise, we can learn some lessons perhaps from some of the harbours where boats operate although, let's face it, they are not rivers. Sydney Harbour and obviously Hong Kong and New York have various sorts of boats which carry passengers, commuters and so on. I think frankly, the best example, in my mind, is Brisbane but technically, you may want to ask Sean and Richard about it.

Roger Evans (AM): That is where I am going because 10 million a year is a big difference. Why is Brisbane so much higher than London?

Sean Collins (Managing Director Thames Clippers): I think the climate is an all year round climate and that is another thing that we have to change the perception is that boat services are a seasonal thing from our perspective and once again, I think the focus from TfL on that in the period, the timetable changes and everything else, it is very much geared around tourism and that should not necessarily be the case. So the climate, all year round, reasonable climate, obviously assists in that and then there is the marketing of it and they are joined up with so many buses, literally put up within metres of the pier head. If you take Woolwich/Arsenal for instance, that has the ability to have a very similar style of operation if buses were to come down to the pier. Equally, Westferry Circus at Canary Wharf is another example of where the pier is very close to the bus network. Once again, there has been a plan of the strategic focus

on linking other forms of transport but equally, it was mentioned earlier, they do not have the vast underground and other transport infrastructure that London can boast. That is obviously another factor.

Probably the nearest example to London geographically is Holland. There is a service that runs from Dordrecht to Rotterdam and you look at the population there and the draw to Rotterdam. Our single service is carrying similar sorts of numbers to what they carry and that is a very, very similar structured operation. The river bends similar to the Thames but once again, they have some more integrated signage and bikes; they have space allocated on the boats that could accommodate as many bikes as it has passengers.

Roger Evans (AM): Can we take bikes on your boats?

Sean Collins (Managing Director Thames Clippers): Yes, you can, and I think that if you look at the development of the initiative of the cycle super highways and take areas where they have struggled to accommodate them in certain suburban areas, bikes could be linked into river services that entice people to make a short bike journey, then a boat journey and then maybe culminate with a short bike journey.

Roger Evans (AM): Leon, just a question here about 2012 because, obviously, we are seeing there will be a lot of changes to river services, improvements to capacity in preparation for the Games but as we all know round this table, the Games are about the legacy for Londoners, so what is going to be left? What improvements will be longstanding and in place after the Games?

Leon Daniels (Managing Director of Surface Transport, TfL): There are some obvious infrastructure improvements Tower people have already talked about and also Greenwich and Woolwich, so there will be some infrastructure legacy improvements. Another legacy clearly will be the extent to which the river is a popular way for people to go to and from Olympic venues and if it proves popular, that has to be a benefit to the long term viability of the existing operation and, of course, the services are being enhanced for the Games. Again, it demonstrates how, in some cases, the river is an ideal way of helping move extra people and give relief to the existing transport system and conversely, those occasions where sometimes it just cannot help. So clearly the services to Greenwich and Woolwich indeed, which Sean will be providing in the summer, will be very welcome. That just happens to work because the venues are acceptably close to where we can get to.

I was very keen, I do not mind telling you, to find a way of using the river in order to get spectators or athletes to Earl's Court because, in fact, the provision of road and Underground services to Earls Court for what would be tens of thousands of people playing three times a day would be very difficult. The drawback unfortunately is that in order to get from the nearest place the river gets to Earls Court is logistically impossible which is a great pity because physically they are not far apart, but because of the numbers involved and because of what is happening on the rest of the transport system, it is not possible. Suffice to say though, we are always looking at whether the river can provide some help. On a few occasions, it is able to. On some occasions, it is not.

Roger Evans (AM): You say you have an enhanced service and you are hoping to change people's perception of river services during this period. If you then de-enhance the service afterwards, are you not setting people up to be disappointed by their experience post the games?

Leon Daniels (Managing Director of Surface Transport, TfL): I am going to defer to the man whose business it is.

Roger Evans (AM): That sounds like a good idea.

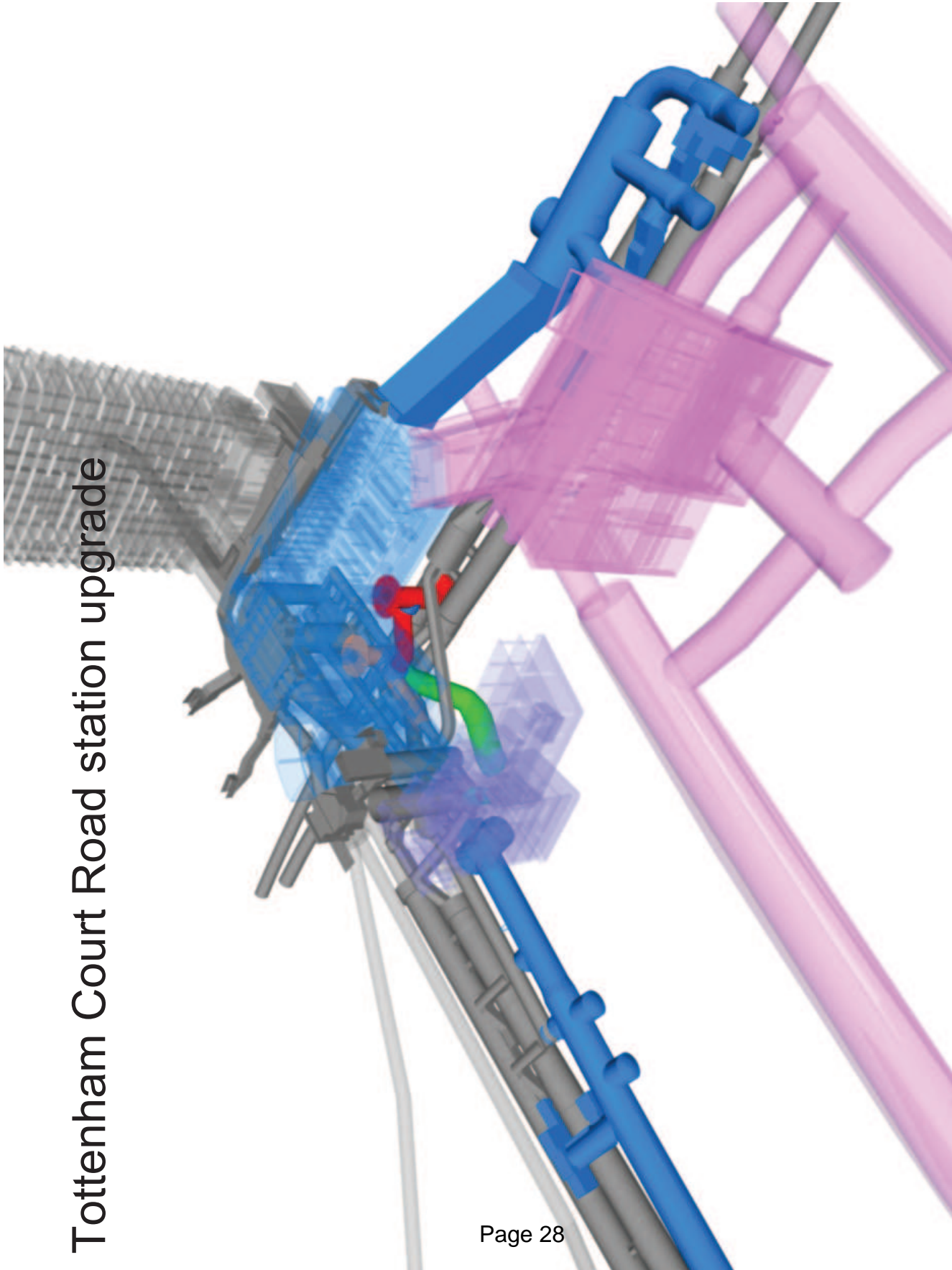
Sean Collins (Managing Director Thames Clippers): The current services that are operated are no different to what we are actually running for the Olympics. On an event night at the O2, we would run express services from Waterloo, London Bridge to the O2. What we have structured for the Games is a very similar service that provides a two-hour bump in and two-hour bump out service to events at Greenwich and the North Greenwich Arena and to Central London for the Horse Guards Parade, so those enhanced services are already operated. It has been mentioned, I think what we have to understand here is that it is more about what we can build on river services beyond the Olympics than necessarily having a legacy from what we are providing for the Olympics. I think we are already providing a great service. There has already been millions and millions of pounds; Thames Clippers, £27 million of investment over the last ten years in its infrastructure of operation and people; employing over 200 people. We cannot lose sight of that fact and I think the key message here is that we should showcase what we are doing, do it well, make sure it is not restricted, make sure that it is allowed to operate without any issues and congestion and people will go away and think what a great service it is. That alone will entice more people to think and use the river.

Caroline Pidgeon (Chair): Fantastic, lovely; thank you very much for your time today.

Station upgrade delivery

Some of our key achievements

Tottenham Court Road station upgrade



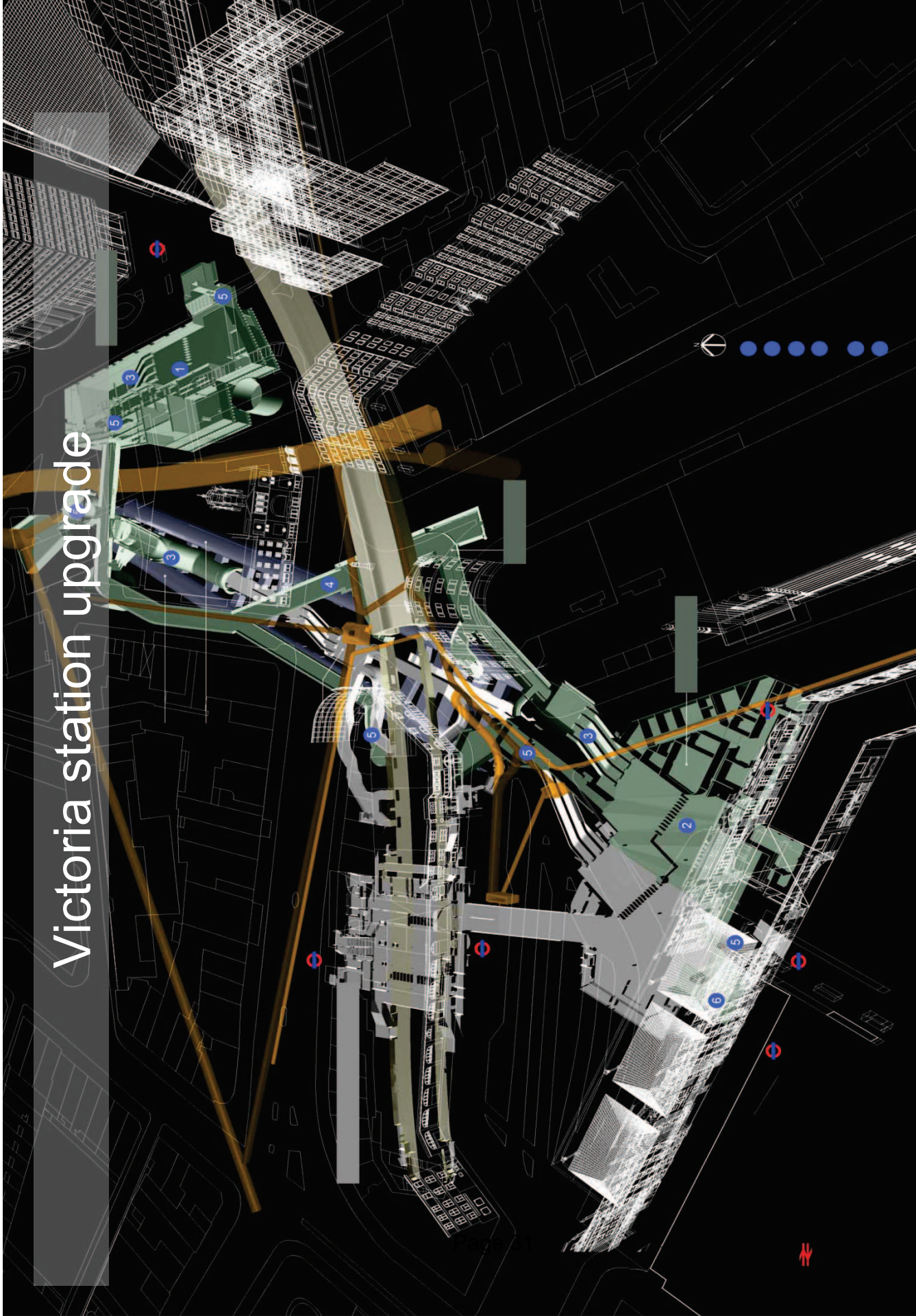
Tottenham Court Road station 2011



Tottenham Court Road station: New station tunnels



Victoria station upgrade



Victoria station 2011



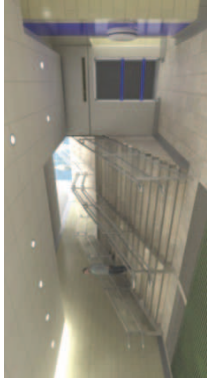
Victoria station 2018



Bond Street station 2011



Bond Street station 2017



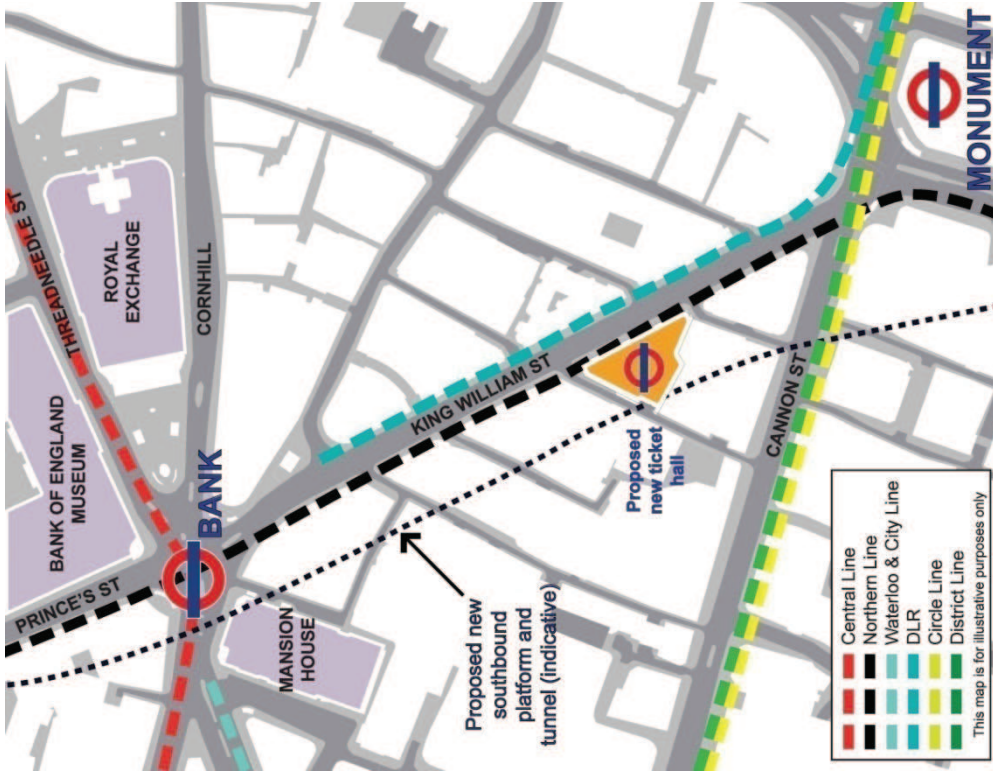
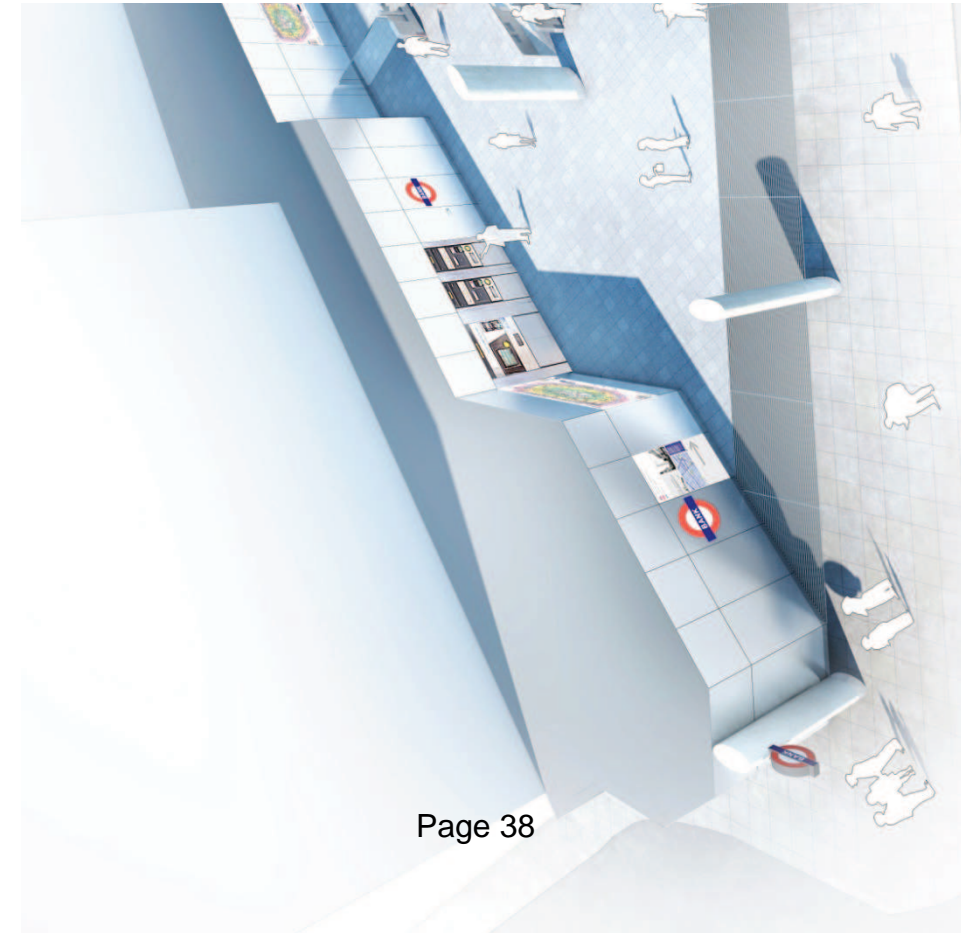
Paddington station 2014



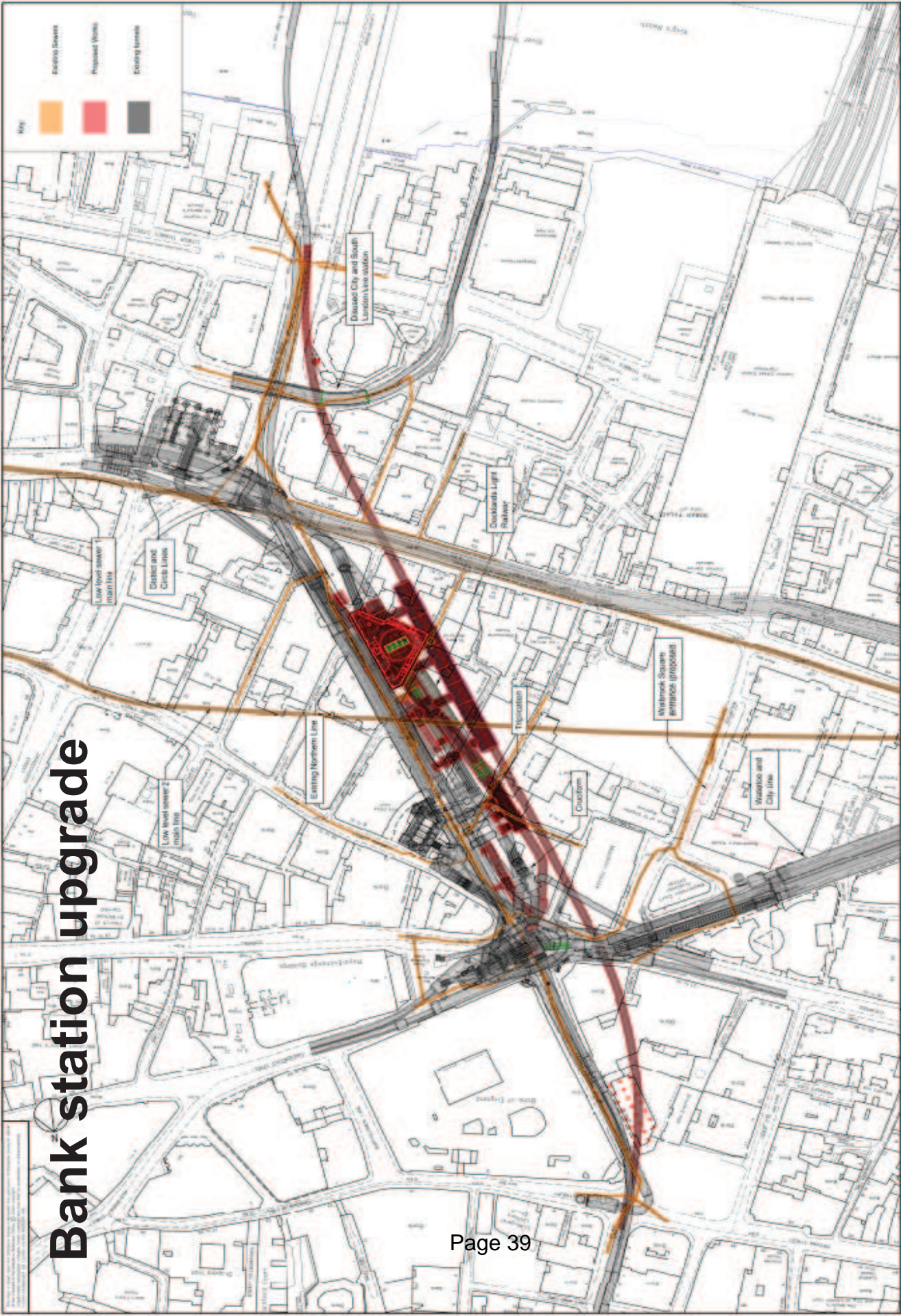
Paddington station 2014



Bank station upgrade



Bank station upgrade

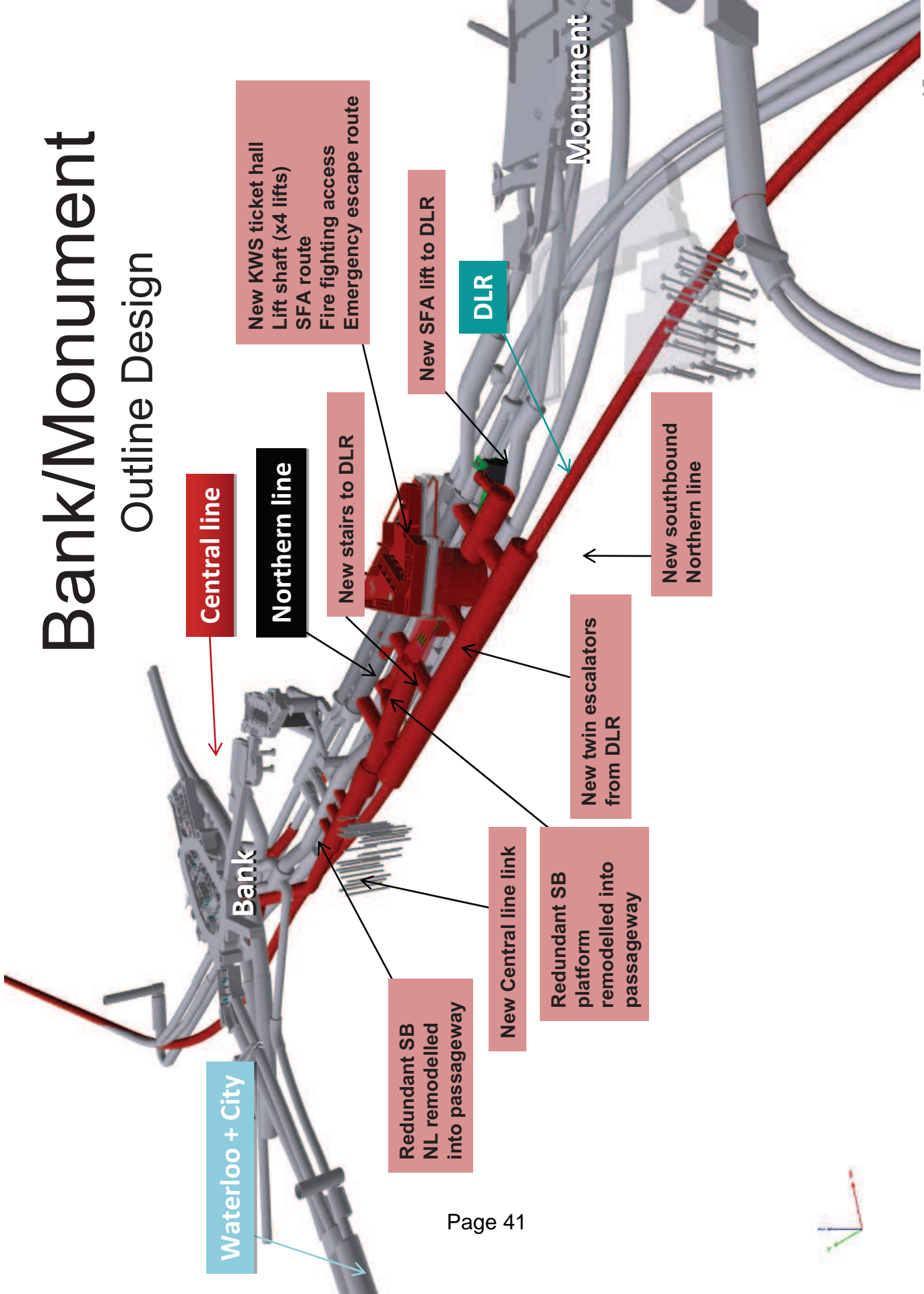


Bank station 2021



Bank/Monument

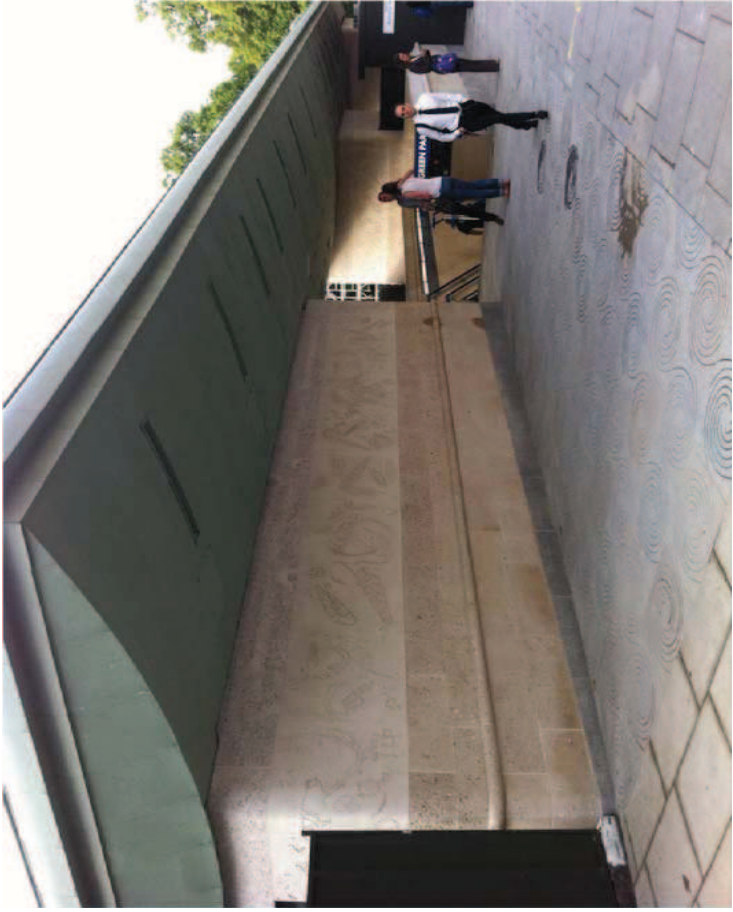
Outline Design



Blackfriars station April 2011: Installation of the new style metro escalators



Green Park station 2011





Transport Committee

17 January 2012

Transcript of Item 7: Future Tube Projects

Richard Tracey (AM): You will understand, obviously because my constituency is Wandsworth and Merton, that I am extremely interested in terms of future trends in the Northern line extension to Battersea and so could I ask you first of all about that? How that is going along from your perspective and the various ramifications of the changes that have happened in Nine Elms in recent time?

Michèle Dix (Managing Director of Planning for TfL): Up until recently, certainly before Treasury Holdings and Real Estate Opportunities went into administration, we were working closely with Treasury Holdings on the development of the Northern line proposal. The work that we were doing was being paid for by Treasury Holdings and there is a Section 106 agreement with them for the Battersea Power Station site for a lot of money that was associated with taking that Northern line extension through to a Transport and Works Act (TWA) by getting the powers in order to build it. We have worked closely with them and we have wanted to ensure that the approach to the work, the way that the line is laid out, the access etc, was consistent with the sorts of services that London Underground (LU) would want to see, hence the close working. This past year, we have worked more closely with them on the public consultation that took place on the options revisiting some of the consultation that was done in the previous years so that we were satisfied that the solution that came out of that was the preferred solution and, based on an assessment, was the right one to take forward. Just before Christmas, we have concluded on that work and can confirm that the best option to take the Northern line forward was an option called Option 2 which had an intermediate station at Nine Elms and then went on to Battersea.

The next steps were then proposed to have a discussion because there is something called the Vauxhall Nine Elms Battersea Strategy Board which has membership of both Lambeth and Wandsworth, and refers to the public bodies, ourselves, and the GLA, to agree how we would take the scheme forward because work had been done to identify funding sources for the scheme. There had been sort of like a development infrastructure funding piece of work done which identified that on the basis of all the development proposals for the area, you should either go through Section 106 or, through a new sell, be able to raise sufficient funds to actually fund the scheme. Albeit, there would be a funding gap and the work that had been going on with Government about a Tax Incremental Fund (TIF), would help top that up. So it could be financed either through further business rates or through developer contributions, community infrastructure levy. The debate though was who would finance it because you can identify where you are going to get the money from but to build it, someone has to borrow the money upfront. So before we progressed to the TWA, it was agreed we needed to agree how that was taken forward.

That sort of came to a bit of a judder just before Christmas because of the position of Treasury Holdings. However, what the Mayor announced last week in his Mansion House speech, and there was a press release this week, was that he was very keen for TfL to continue doing work on the TWA, to actually continue doing that work rather than just stall it and wait for the discussions that were being had with new potential buyers of the --

Richard Tracey (AM): Of course, the real estate opportunities and Treasury Holdings is just one developer and, of course, the American Embassy is another, the US Government is another developer, so I think there are probably five or six different developers involved in Nine Elms. The extension of the Northern line is surely an absolutely necessary transport infrastructure project for Nine Elms to happen because what we are talking about? I think 16,000 new homes and 25,000 jobs; that is the scale of Nine Elms. The transport infrastructure that is currently there, I suspect could not cope, so it is a very important new Tube project, is it not?

Michèle Dix (Managing Director of Planning for TfL): It is a very important Tube project in order to deliver the scheme that is being proposed primarily for Battersea Power Station. It would then subsequently benefit all the other schemes because the initial work that was done looking at the opportunity area was to say if you wanted to develop the area to this level of development and to provide the jobs and all the other sort of opportunities, then you would need a Northern line extension. If, however, you did not develop it in that way, and you perhaps provided houses rather than jobs, then in the early work, it said potentially you could provide a transport solution for that that does not require the Northern line extension, but all the work that has been done on the opportunity area planning framework, which to date is supported, a far higher level of development there because it is part of the central area zone, it is sort of part of the central area, and that absolutely has to have a Northern line extension. The biggest contributor to the Northern line extension would have been the Battersea Power Station developer because part of the Section 106 that was agreed for that would be a £200 million contribution which would go to the Northern line extension. That is a big chunk.

There are contributions identified through the Differential Item Functioning study that would come from other developers of the site and they would amount to about £100 million. You can see you get some £300 million to take forward towards the development of the site. Then there is further sell and further potential enhanced business rates if you were to have an enterprise zone that covered the area. So that is what I am saying is there was a funding mechanism identified. The debate was who could borrow, whether TfL had the capability to borrow since we had reached our borrowing limits, whether Wandsworth could borrow some, whether Lambeth could borrow; it is that sort of discussion, so what the private sector did, so there is a piece of work done to try and explore that.

Richard Tracey (AM): I think there is determination to do it, both to go ahead with the opportunity zone and indeed with the extension of the Northern line. It seems to me that the local authorities, Wandsworth and Lambeth, and indeed the various developers that are there seem all very keen to do it.

Michèle Dix (Managing Director of Planning for TfL): The strategy board, which comprises all those people plus the outlined owners, was very supportive of the proposals and

supportive of the Northern line extension and that is why we are continuing with the works. We are taking forward the work we did before Christmas and working out what is required to take a TWA forward and the various sort of assessments that one would need to do in preparation for submitting a TWA, but, obviously, before you did that, you would have to declare that you have a package to finance and fund it going forward.

Richard Tracey (AM): One question I should ask because it is regularly asked in the Battersea area, is there any chance, I do not want a long answer to it, but is there any chance of the Underground then being extended to link up with Clapham Junction itself? It isn't a great distance.

Michèle Dix (Managing Director of Planning for TfL): Yes, as a transport planner, yes, that is what you would want to do.

Richard Tracey (AM): Yes. There is no Underground service at all in north Wandsworth.

Michèle Dix (Managing Director of Planning for TfL): No, but the design of the Northern line extension would be such that you could do that at some point in the future and yes, that would certainly be worth considering.

Richard Tracey (AM): The other future project of course is the Croxley link to the Metropolitan line. I do not have a constituency interest but there are others here who are, of course, very interested in that. What about that? Can you tell us how that is progressing?

Michèle Dix (Managing Director of Planning for TfL): That is progressing. It has been a scheme that was promoted by Hertfordshire County Council and it has been supported by Government with a funding contribution, significant contribution towards that. I think there is some £75 million the Government have put in and the total scheme is about £180 million. There are no funds going into it from TfL because it has been very much a Hertfordshire County Council led scheme because it is to connect the Tube network to Watford Junction with connections with the Underground, with the National Rail Service and enhance Watford's position as a strategic centre. We have supported it in the Mayor's Transport Strategy but we have not actively promoted it ourselves because it has been a scheme that they have promoted and we are supporting them. The support we are providing them, in terms of the preparation for the TWA has, in fact, been paid for by them.

Richard Tracey (AM): You have talked about the funding. Are there any risks attached to that one? You have talked about the risks involving the Northern line extension, so what about --

Michèle Dix (Managing Director of Planning for TfL): The money has been found, so they paid the money up front.

Richard Tracey (AM): That is there.

Michèle Dix (Managing Director of Planning for TfL): Yes.

Caroline Pidgeon (Chair): Can I just clarify on the Northern line extension? What is the total cost you are now anticipating? I had heard a rumour that originally I think it would be about £530 million you thought the extension of the Northern line would cost. It is now looking like it is £1 billion. Is there any truth in that rumour?

Michèle Dix (Managing Director of Planning for TfL): The original cost did not have a station at Nine Elms and if you include a station at Nine Elms, it is another £100 million and if you allow for optimism bias, which we, as the public sector, need to do - and an optimism bias of 35% - it would take you up to £850 million to £900 million.

Caroline Pidgeon (Chair): So £850 million to £900 million is what you are currently looking at to raise to be able to go ahead with this extension.

Michèle Dix (Managing Director of Planning for TfL): Yes and, as I say, if you look at the three things that I referred to, which is the ones with sell potential, land of sell or Section 106, the contributions that had been secured and setting up of an enterprise zone in order to gain incremental business rates, you could generate that money.

Caroline Pidgeon (Chair): That sum of money, that new sum.

Michèle Dix (Managing Director of Planning for TfL): Yes.

Caroline Pidgeon (Chair): OK, that is just helpful to clarify because I just picked up rumours on that.

Valerie Shawcross (Deputy Chair): I was going to ask about the Bakerloo line in a minute but just to say that I think I share Richard's enthusiasm for the Northern line extension because I think we all feel that Battersea Power Station will not get redeveloped without that kind of link. When exactly would you now be aiming to be ready to proceed with the TWA on the Northern line?

Michèle Dix (Managing Director of Planning for TfL): We would like to be ready by the end of this year with the view that we had agreement in terms of the financing and that you would seek to submit one either early next year or certainly by the spring of next year.

Valerie Shawcross (Deputy Chair): Presumably what you are saying is you wouldn't proceed with the Transport and Works Act until there was --

Michèle Dix (Managing Director of Planning for TfL): Confirmation of the financing, confirmation that there is a new developer in place and speaking to the Section 106 agreement, it is going to give --

Valerie Shawcross (Deputy Chair): Potentially, you could be waiting a lot longer I think is the danger that --

Michèle Dix (Managing Director of Planning for TfL): I do not necessarily think so because there is a lot of interest in the site.

Valerie Shawcross (Deputy Chair): Yes, OK, let's hope not. The Bakerloo line extension, I have a copy of the 1948 version of the Tube Map that somebody scanned in for me and there is a lovely dotted line coming down from the Elephant and Castle to Bramwell Green. It has been a very long held aspiration and as I understand it, the Bakerloo line is still the only line in London with some available capacity in the centre that would make this kind of extension feasible. We have seen the latest lines on the map which are in the Mayor's Transport Strategy; I am pleased for that, but realistically, what kind of timescale might we be looking at for a serious project to extend the Bakerloo line southwards and what is actually going on towards achievement at that end?

Michèle Dix (Managing Director of Planning for TfL): As you know, there is obviously no money in the business plan and in the Mayor's Transport Strategy. It is very much put in as a longer term scheme, but in terms of what is going on, there was work done prior to the Mayor's Transport Strategy to look at the different ways in which a Bakerloo line extension could be delivered. That confirmed there was a need for a Bakerloo line extension, not only to help with congestion relief on the rest of the network but, more importantly, to provide better connectivity to that part of South East London particularly into places such as Canary Wharf and all the developments there with the interchange as well as allowing for some further improvements into London Bridge because if we did extend the Bakerloo line and we replaced the National Rail Services that go from Lewisham into London Bridge, that would relieve some train paths, up to six train paths that then could be used for other more crowded services elsewhere on the South East lines. It would benefit the areas it was serving, it would allow better access into Central London but it would also allow for some further rail access into London.

So we did the work beforehand. We confirmed it as part of the strategic modelling for the Mayor's Transport Strategy (MTS) and then some subsequent work was done to narrow down the options because we had said you could do it with an extension, you could do it by looking for further network rail enhancements, you could look at DLR extensions but the subsequent work confirmed that the Bakerloo line extension was the best of those options and we narrowed it down to either an extension via Old Kent Road, Lewisham to Hayes, or an extension via Peckham, Camberwell Green, Lewisham to Hayes. Those two options are still options that are on the table. Lewisham separately commissioned some work, commissioned a consultant to look at various options including those and various variants that might have gone off towards Canary Wharf, or Canada Water or whatever, but from the work that we had done, the options that fit in with all the other proposals that are part of the Mayor's Transport Strategy, such as Crossrail being completed, various other upgrades, it was the Bakerloo line extension down towards Hayes that fits in best and provides the better benefits, the wider benefits.

Valerie Shawcross (Deputy Chair): I am intrigued you say this work has been going on and there are two options on the table because, in fact, there has been no public consultation, no debate. It has been very much below the waterline and I think, if there is work going on, and there is enormous demand for connectivity in South East London generally, when we would be

expecting to see some of these options being exposed to the public arena, exposed to question and challenge and debate?

Michèle Dix (Managing Director of Planning for TfL): I think at a time when we have more hope of being able to actually fund them because, at the moment, they are very much at the backend of the programme. Something like the Northern line extension, there is an opportunity to fund that because it is associated with the developer, you can identify the chunk of money that would help deliver that. With the Bakerloo line extension, we would want to do that after we had ungraded the Bakerloo line and we would need to find a mechanism by which we could fund that extension. So our priority, as TfL, is to finish the upgrades that we have at present first and then any further extensions such as the Bakerloo unless there are opportunities to develop further extensions such as the Northern line because there is a way of paying for them. At the moment, there isn't a mechanism for paying for the Bakerloo line extension.

Valerie Shawcross (Deputy Chair): So when would you expect to be doing further development, desktop development works? Is this something now that falls into the 2018 period onwards or even later than that?

Michèle Dix (Managing Director of Planning for TfL): I think, to be honest, it is not high up the priority list in terms of further development work because of the funding issue but work was done to confirm that yes, it is a sensible scheme; yes, these are the options that are worthy of further work. A certain level of further work is being done but if you start going to the public and talking about options and what you should pursue, it is usually on the basis that you are likely to be able to deliver something.

Valerie Shawcross (Deputy Chair): It is in the Mayor's Transport Strategy though, so presumably the Mayor has in his mind a target date for hopefully commencing this project and presumably, he is talking to the Government about potential funding sources. Is that correct?

Michèle Dix (Managing Director of Planning for TfL): He has talked with the Government about ensuring that the funding sources we need to complete the upgrades will actually be there so we can do the Bakerloo line upgrade, we can do the Piccadilly line upgrade and we are all aware there is a finite pot of money out there.

Valerie Shawcross (Deputy Chair): So it is not actually a subjective discussion with the government at the moment from a funding point of view.

Michèle Dix (Managing Director of Planning for TfL): Not that I am aware of. It is certainly in our list of future schemes.

Valerie Shawcross (Deputy Chair): Can I ask you about the similar thoughts there have been about extensions to the Central line? I know there were some thoughts about taking the Central line from Epping Forest down to Harlow and then there has been some lobbying about extending the Central line westward from West Rise Slip to Oaksbridge. At what stage, if any at all, are those potential schemes at?

Michèle Dix (Managing Director of Planning for TfL): There was some discussion between LU and Hillingdon about the extension to Oaksbridge and LU have done some modelling work to assess what that would look like. It would require quite significant infrastructure improvements and when they did a benefit cost analysis, it showed that it wasn't a high value return scheme but in the discussions with Hillingdon, they said they have really only taken into account the public transport benefits that such an extension might allow. If you did a wider analysis and took into account potential relief from car traffic say on the road corridors that run parallel to that, you might find it generates a better case so that there is a commitment to go back and do further work.

Valerie Shawcross (Deputy Chair): All right and how about the Epping Forest to Harlow?

Michèle Dix (Managing Director of Planning for TfL): There was some earlier work done on that and I know there was a query raised about this time last year about that work and it is the same sort of issue again. It is a poor case and it also impacts on the operation of the Central line up to that point, so it is not something that is being reserved.

Valerie Shawcross (Deputy Chair): They are basically at the stage of the fundamental principles being debated in terms of the cost benefit analysis, so at least the Bakerloo line has a positive cost benefit analysis.

Michèle Dix (Managing Director of Planning for TfL): Yes and in particular, the one that went from New Cross would generate a benefit cost ratio that is of the order of two which is a good benefit cost ratio. So the Bakerloo line extension is worthy of doing which is why it is in the MTS.

Valerie Shawcross (Deputy Chair): Are there any other potential Tube service system expansion schemes?

Michèle Dix (Managing Director of Planning for TfL): The only other one is the Crossrail 2 work because with the Crossrail 2, work is being done largely or spurred on by High Speed 2 (HS2) about the need for further rail "capacity" across Central London and also it is being done because there is a requirement every now and again to update the safeguarding on the existing Chelsea/Hackney; that was proposed as a Tube service. We have been looking at the ways in which the needs of Central London because what we have said I think in the illustrations you have, but if you have illustrations about what congestion looks like on the Tube network post the line upgrades by 2031, you should see lots of black lines and red lines around Central London because, despite the upgrades, the growth in London is such that we will start seeing overcrowding again. We had identified in the Mayor's Transport Strategy that Chelsea/Hackney, Crossrail 2 is something that we need to examine because there are two big problems to address; one of Central London congestion, despite the Thames link, despite Crossrail, despite the Tube upgrades, there will be Central London congestion but also connectivity issues. Parts of the capital are not well served by public transport and showing particularly in the North East with all the opportunity to develop and grow there but that is supported, so we have been looking at alignments that are either underground based or alignments that could be rail-based to serve that, hence we call it Crossrail 2 so it incorporates

Chelsea Hackney but it could be a rail scheme that one is looking at. As I say that work was in part spurred on by the work that we did in examining the impact of HS2 on Euston, because not so much with the extension up to Birmingham, but as soon as you have the 'Y' going up to Manchester and Leeds, phase 2, and you do phase 2 because then you get a decent business case for HS2, you would want to do that, that would actually double the amount of people using Euston during the morning peak at present.

Valerie Shawcross (Deputy Chair): This committee looked at that and that was a principal area of concern.

Michèle Dix (Managing Director Planning, TfL): Yes, and something like a Crossrail 2 service, be it rail, be it a new underground, would significantly relieve that and enable the time savings that HS2 delivers to be realised as well as address a whole load of other congestion problems about central London.

Valerie Shawcross (Deputy Chair): So solve a problem.

Jenny Jones (AM): I live in South East London so for me the extension of Bakerloo is personal. Well, three of us live in South London.

Caroline Pidgeon (Chair): I live in Camberwell so I should declare an interest.

Jenny Jones (AM): Yes, so it is very personal because we essentially have a 'black hole' of transport apart from buses and some bus routes are notoriously unreliable, so it is very difficult for people to get to work from that area of South East London and it always does surprise me that the Bakerloo line does not rise up the political ladder more in terms of relieving poverty, because Peckham and places could really benefit from a tube station. However, over the years, and people still raise this on a regular basis, over the years I had heard that TfL had sold off the land that was going to be suitable for tube stations in the Camberwell/Peckham area. I do not expect you to know that, but is it possible that you could let us know whether or not that is true? That the potential public space for tube stations has in fact gone, which would clearly limit the opportunities for that extension?

Michèle Dix (Managing Director Planning, TfL): I will certainly check it, but I do not know. I assume not, because of the work that has been done on where potential stations could be, but I will certainly go back and check that.

Jenny Jones (AM): Thank you, because if one of the options is to build it on green space I would have to oppose it which would grieve me enormously.

Murad Qureshi (AM): I have got no problems about seeing the Tube system extended throughout London, as and when the circumstances and the finances arise. I am just, I have to confess, a bit cynical on Battersea Power Station. It has been debt piled on debt, it has been for over 40 years. Unless there is a major write-off I cannot see a developer walking in and taking on the obligations that we rightly insist if we are going to expand the Northern line into that.

I just want to come to the Croxley line. I mean Watford may be within the M25 but it is not actually in London, so I am not quite clear what the benefits are for suburban London, as in North West London and west London who may get on the Metropolitan line from there.

Michèle Dix (Managing Director Planning, TfL): As a North West Londoner who lives just outside the area and goes to Watford, there are benefits in getting to Watford and it is not a TfL promoted scheme as such, it is a TfL supported scheme and it is not paid for by TfL, there is no money going from TfL into it. It is something that Watford or Hertfordshire County Council very much want in order to support that area, so there will be benefits for Londoners who do treat Watford as a regional centre to go shopping and so on and for leisure and health services and so on, but it is not taking any money out of the TfL pot.

Murad Qureshi (AM): What I am trying to get at is are there going to be service improvements by having it go down the Metropolitan line? That is what I am not hearing. If that is the case then there are advantages for those further along the line further into London.

Michèle Dix (Managing Director Planning, TfL): Well, it will go into the Watford Junction rather than going into the Watford Met, so currently it terminates within the Cassiobury Park area and instead of terminating there it will go to Watford Junction.

Murad Qureshi (AM): On the Bakerloo line, I am coming from the other end, the north end, and we have not seen any improvements at all in the Tube upgrades. I am talking Paddington and beyond, up to Queen's Park, up to Harrow. We are on the bottom of the list of the upgrades. There is no money being put aside. Paddington Station on the Bakerloo line is a particular point which I am not sure TfL have got their heads around what is happening there. Can I just be reassured those views and opinions are also being taken on board because we have seen the Bakerloo line extended before, ie the Jubilee extension, and we have not seen the benefits come down to our end in any significant way and if anything where it has been extended it has had knock-on effect on the service reliabilities at the top end.

Michèle Dix (Managing Director Planning, TfL): This is why I say our priority is to do the Bakerloo upgrade before we necessarily do the extension and therefore TfL's priority is to make sure that we do secure that money to finish the upgrades off, of which the Bakerloo line is one, and in connection with Paddington obviously there are works at Paddington for the Hammersmith and City line which will be finished soon. There is Crossrail going in but also there is the recent agreement with the Royal Mail site that monies will be secured from that in order to improve the Bakerloo line connections at Paddington as well. It is very much on our radar to do, but the actual upgrading of the Bakerloo line itself is the priority on that line.

Joanne McCartney (AM): I want to ask about future proposals for enhancing tube capacity and in the Mayor's Transport Strategy he stated that he was going to work through and develop and implement a prioritised programme of improvements at the most congested stations and that was three-fold: about congestion relief schemes, strategic interchanges and multi-modal interchanges. I really just want to know where are you in developing that priority list and how is the implementation of it looking?

Michèle Dix (Managing Director Planning, TfL): We have done a lot of work, particularly say on the mainline stations, which is relieving the multi-modal ones and schemes have been developed for stations such as Euston. Work is ongoing at stations such as Waterloo, there was work and a master plan developed for Liverpool Street. There is obviously a master plan that was produced for Victoria; so a lot of master planning had gone on. If you take the Euston one, a lot of work had gone on to identify a solution, but obviously we need to readdress that in the light of HS2. If you look at Liverpool Street with the Crossrail station there, quite a few of the issues that we had identified would be addressed and some of the further ones are sort of being taken forward. Waterloo is one of those ones that we are re-examining, redeveloping the master plan in light of the developments that are taking place there. So master planning and work is ongoing and where there have been, say, Crossrail stations associated with them, then obviously a Crossrail will deliver benefits.

In terms of strategic interchanges, and they were identified largely in connection with the over ground, and also looking to the future for potential new interchanges on orbital routes and radial routes, then there have been improvements to Highbury and Islington, improvements being proposed for and being done on Finsbury Park and so on. There are new opportunities that arise such as Old Oak Common, because if HS2 goes ahead and Old Oak Common becomes a new strategic interchange out in west London and what we want to do is to make improved connections between that and some of the overground lines that pass close by, then that gives us an opportunity. What we want to do is to use those strategic interchanges as a way of providing a way of getting round inner London or outer London without going into Central London. So provide this sort of orbital connectivity, but more importantly to see if we can actually relieve some of those mainline stations which have got master plans but not solutions of the marked increase in traffic that is coming in, because over the next 20 years we will see a 30% to 35% increase in rail trips coming into London. They are important but they are very much linked with developments and developers and money.

Joanne McCartney (AM): I was not sure whether that was, if you like, that the priorities are because of convenience and money or whether they are because they are most important to London so I think it would be useful if we could have in writing a list of the programmes, what stage they are at and what the various issues are with them.

Michèle Dix (Managing Director Planning, TfL): What I would say for the Tube ones, because obviously there are the big interchanges involved, Network Rail and their priorities and involve developers and the London boroughs, for the tube ones we are revisiting a lot of the tube priorities with what we call a future stations plan and again looking at all of them in terms of the congestion there, the local development plans in those areas, how growth will affect those and seeking to reprioritise some of those tube stations.

Joanne McCartney (AM): I take it you will do that in consultation with London boroughs as well?

Michèle Dix (Managing Director Planning, TfL): Yes.

Caroline Pidgeon (Chair): Did you just want to talk us through some of these key schemes? Obviously, you have given us photos and I went to the Bank exhibition and I am sure other Members did as well. Do you want to briefly just talk us through investment, what the rough plans are for some of these that you have already prioritised?

David Waboso (Director of Capital Programmes, London Underground, TfL): I am happy to do that. You have all got the slides in front of you. The first one I want to talk about is Tottenham Court Road, which is a key station in Central London and obviously a key interchange with Crossrail when it is built. In the graphic in front of you what you can see is the pink is Crossrail, which will be ready in 2018 and what we are doing at the moment is we are enlarging the ticket hall, which is the big square box in front of centre you can see, that is going to be enlarged by six times. We are then putting in new escalators down to the right as you look at it, to connect through to the Northern line and step-free lifts, for step-free access, and on the left there is a new tunnel we are doing next to the Central line which will be for extra circulation, because at the moment that is a bit constricted because you can only get in at one end, so we are putting passageways through. That will very, very markedly increase the capacity of the station and also the accessibility of the station.

Caroline Pidgeon (Chair): Which is the green?

David Waboso (Director of Capital Programmes, London Underground, TfL): The green is a new shaft which is also being built. So that box that the green connects to, you can see a rather vague colour, that is a box that we are currently excavating and that will be a new shaft and for emergency access, but the green is a new tunnel that will connect through to link basically between the Central line and the Northern line, some escalators down, and that will be used as an emergency set of stairs as well. So this scheme is just under £500 million.

Caroline Pidgeon (Chair): It is huge, is it not?

David Waboso (Director of Capital Programmes, London Underground, TfL): This scheme will be finished in 2016 and it is on-site at the moment, I have got some photographs of that and this will be linking through to Crossrail as well. It will be a very big capacity improvement. I think the ultimate capacity is about 250,000 passengers a day.

Caroline Pidgeon (Chair): Did you say 250,000 passengers a day?

David Waboso (Director of Capital Programmes, London Underground, TfL): Yes. Currently it is around 145,000 a day.

Roger Evans (AM): Before we leave it, can I just ask, obviously with this increase in capacity, are you making any changes to the bus arrangements on the surface at Tottenham Court Road, because at the moment there are several bus stands there but it is very constricted, and obviously as the photographs show, you have dug a lot of space up, so there might be the opportunity to improve the bus arrangements there.

David Waboso (Director of Capital Programmes, London Underground, TfL): We definitely are. I do not know all the detail on that. I can come back with the detail. We work very closely with our streets colleagues because there are going to be three new street level entrances to Tottenham Court Road and we want to make sure that those link to the bus access routes. I can get back to you with the detail about that.

Roger Evans (AM): We are often told that we cannot control the bus services down Oxford Street, because there is a limited amount of space at each end to put them. Obviously at Marble Arch there is quite a lot of space, but Tottenham Court Road has always been restricted and if we could find some more space there TfL could park their buses in the bus station rather than in Oxford Street, as they do at the moment.

David Waboso (Director of Capital Programmes, London Underground, TfL): I will get back to you on that one.

Here is a picture of the construction and it is obviously a very busy site. I suppose the key thing to note from this is the way you build these stations, and this will be a common theme as I go through this, you have to excavate a box at ground level, through which you then go down and put your tunnels either side of that box, that is basically how you build these stations. So what you can see sort of at the bottom right is what we call the Falconberg Court box., It is just a name of a location, and you go down and we have had to excavate tunnels either side of that for the tunnelling I was speaking about earlier on. To the forefront of that is the dry concrete mix. We basically excavate these tunnels with sprayed concrete lining because the ground conditions allow that to happen. We do not use a tunnel boring machine because the tunnels are not big enough and long enough to justify that. We get a tunnel boring machine when we get a long run at it, so we tend to use smaller manual methods. I do not want to get too technical, but essentially it is a manual machine that is operated by somebody and it just digs sections out at about two metres a day. So that is Tottenham Court Road.

Caroline Pidgeon (Chair): Yes. Shall we move to Victoria Station?

Joanne McCartney (AM): I am sorry, what are all these tubes?

David Waboso (Director of Capital Programmes, London Underground, TfL): Those are the struts that hold the excavation up. So it is a central line.

Joanne McCartney(AM): So they are holding it together.

David Waboso (Director of Capital Programmes, London Underground, TfL): These are all temporary excavations.

Here is the new Central line tunnel that was on the first picture you saw, the one being excavated, that is the Central line. Victoria Station, upgrade in a nutshell what we are doing, if you start from the bottom the grey is the existing ticket hall for Victoria line. We are extending that for a new south ticket hall and at the north, at the top, you can see another north ticket hall, so essentially the thing that characterises this is you have very poor ground conditions in

this area and a lot of utilities and obviously a lot of street traffic as well; so a very complicated site. We had a contract initially to just sort out all the diversions of the services before we came on to the main contract, which is now well underway, and essentially it is a major tunnelling job because you have got to connect the north and the south ticket halls, going over the Victoria line, under the District and Circle and connecting between the two. That is it in a nutshell.

Valerie Shawcross (Deputy Chair): What are the yellow lines in this one?

David Waboso (Director of Capital Programmes, London Underground, TfL): Those are the Thames Water sewers.

Caroline Pidgeon (Chair): What is the timescale and rough cost for this?

David Waboso (Director of Capital Programmes, London Underground, TfL): The timescale is 2017 and the costs are approximately £580 million approximately.

Caroline Pidgeon (Chair): £580 million?

David Waboso (Director of Capital Programmes, London Underground, TfL): Yes, approximately.

Valerie Shawcross (Deputy Chair): What are the yellow ones? I did not quite catch what you said.

David Waboso (Director of Capital Programmes, London Underground, TfL): The yellow ones are sewers, so basically what you are doing is you are threading these tunnels through, avoiding existing lines, avoiding the sewers, avoiding all the other services, and the other thing, because of the poor ground conditions, we have to do what we call jet grout sealing which is basically we stabilise the ground before we can then tunnel.

Victoria Borwick (AM): Because I find this quite confusing, can you tell me which is what I would call the current railway station?

David Waboso (Director of Capital Programmes, London Underground, TfL): Yes, of course. At the bottom, that is where the existing Victoria line ticket hall is, at the bottom left. To the right of that, the slightly different colour, is where we are extending that, so that will be an enlarged ticket hall. You can just about make out running roughly top to bottom is the existing Victoria line and then running roughly across is the District and Circle line.

Caroline Pidgeon (Chair): Let us move on to Bond Street, if we can, please.

David Waboso (Director of Capital Programmes, London Underground, TfL): Bond Street, essentially the two pictures here to the left is a building that has had to be taken down and demolished. To the left of it, we are talking about the left-hand side photograph, is a Grade II listed building which we obviously have to look after very carefully. That is to make way for an enlarged ticket hall and step-free access down to the Bond Street, Central line and

Jubilee line and also then eventually to Crossrail. To the right are the Thames Water sewers where these had to be strengthened. To the left of those two is the old existing water main which dates back to the 1820s, 1830s and was encased in concrete and to the right you will see that is part of an old water main that we had to then work with Thames and their contractor to strengthen. The blue is the new water main and that is what caused some of the problems before Christmas where we had to basically stop this work to fill it back up again so we could support the Christmas shopping traffic near West End and Oxford Street and we are now redoing that work.

Victoria Borwick (AM): As you know, just before Christmas there was a sort of final Saturday day where there was a sort of emergency decision made, for want of a better word, to close it because of the congestion, probably because you could not reduce the work going on, on the Crossrail site. Do you envisage that having to happen again, because obviously although it turned out to be beneficial to the retailers, obviously these sudden plans cannot be very easy for you as far as rerouting buses and the like are concerned?

David Waboso (Director of Capital Programmes, London Underground, TfL): Well, hopefully this will be the last time that we have to run up against that kind of Christmas period. We should be well out of the way in terms of the street diversions then and the main problems there were just because we found the problems with the Thames Water mains.

Victoria Borwick (AM): Fine, but again there might be something else unexpected.

David Waboso (Director of Capital Programmes, London Underground, TfL): There is, but I have to say we work very closely with the developers and the retailers and we always talk to them and the relationships are very good and we do tend to make sure that people know our plans in advance so there are no surprises and basically and generally they are very satisfied with our plans going forward. It is only when you run into an unexpected problem like say that water main that caused us to have to change our plans.

Victoria Borwick (AM): I have had representation from the retailers down in Davis Street who find it very difficult because the access has obviously been somewhat restricted. For example, Grays Antique Markets and the like find it very difficult with both physical and visual access there.

David Waboso (Director of Capital Programmes, London Underground, TfL): I think we accept there is a degree of disruption while we build this and we regret that. Our job is to get in and get out as quickly as we can, so that basically the upgraded station provides much more capacity and more people. We do work very closely with the existing retailers. We are aware where there are pinch points and we work very closely with them to make sure that we signpost, keep out of the way, have very considerate contractor schemes, but there is inevitably going to be a degree of disruption while you do this scale of work. We just try and keep it to an absolute minimum and make sure that we keep talking to the retailers and work with them in terms of our plans.

Victoria Borwick (AM): Yes, I am sure they would be very grateful for the speed that you can get it done, for that reason.

Caroline Pidgeon (Chair): Can we talk through what the cost of Bond Street is by 2017?

David Waboso (Director of Capital Programmes, London Underground, TfL): Yes, £285 million is the estimated final cost.

Caroline Pidgeon (Chair): £285 million. Nothing is cheap, is it, in this area? Let us look at Paddington.

David Waboso (Director of Capital Programmes, London Underground, TfL): This is the Paddington Hammersmith and City (H&C) stations and very briefly, probably if I go to the artist impression, we are building the new concourse ticket area, gate line above the existing H&C platforms as you can see there. That will be completed in 2013/14 at £53 million is the cost of that and that will enable a significant capacity increase and also a much better again accessibility with step-free access through lifts and much better interchange with Network Rail.

Bank Station is the next one, and effectively best to go to the right-hand picture. You can see at the bottom right is Monument with the District and Circle lines, the Docklands Light Railway coming in which is the light blue line that comes in and goes up and you have the Northern line which runs from top to bottom. Then at the top of the picture you have Bank which is obviously serving the Northern line and the Central line and effectively the big problem here is accessibility down to the Northern line and the Docklands Light Railway. The roundel sort of in the middle between Bank and Monument is 10 King William Street where we want to take that property, basically excavate, have our box to go down and put a new running tunnel, not just a platform tunnel, a running tunnel, for the Northern line therefore the old Northern line tunnel then remains and that increases the circulation. That is going to be quite a major increase in capacity. Probably best if I explain on the next picture. So again the red line is the new Northern line running tunnel, approximately 570 metres, connects with existing tunnels.

Caroline Pidgeon (Chair): I think the visual 2 one is the better one, if you could talk through that one, please.

David Waboso (Director of Capital Programmes, London Underground, TfL): Yes. So the red line is the Northern line, the new Northern line southbound tunnel which connects back into the existing Northern line to the south of Monument to the north of Bank and what that does is allows you with the existing southbound Northern line tunnel, which is the second one of the grey ones to the right, that then allows you to have much better platform access and interchange and circulation and also the new tunnel allows you to connect much better to the Central line, so you get this much improved through flow of the station and much greater relief of congestion to the Central line and the Northern line and much better accessibility. That scheme is currently in development, it is a long way off. 2021 is the date and the costs are very, very indicative at this stage because we do not have detailed final design done, and we are still working on it, but indicative costs are well north of around £600 million, but it is a very approximate cost because we have not yet gone into the detailed design.

Roger Evans (AM): Right. It is quite a long walk between Bank and Monument station, but are there any plans to maybe use a travelator in the way that you have at Waterloo between the Jubilee line and the other lines there?

David Waboso (Director of Capital Programmes, London Underground, TfL): Not currently, but I know it is one of the things that is being talked about, but it is not in the current baseline plan. The view is that if we have the much better access through the new shaft down at 10 King William Street that will greatly alleviate the need to walk between the two, but it is an option that is sort of being investigated but it is not in the baseline option.

Roger Evans (AM): We might also in the future be able to alleviate the practice of kicking people out at Monument and making them walk along King William Street to go back in at Bank when works have closed the tunnels between them?

David Waboso (Director of Capital Programmes, London Underground, TfL): Yes.

Jenny Jones (AM): I realise this is ten years off, but I mean King William Street - the whole area is very congested by traffic at the moment, surface traffic. Presumably you are going to do some really creative thinking about how to minimise the impact?

David Waboso (Director of Capital Programmes, London Underground, TfL): Absolutely. I mean as I have said earlier on we are very, very aware of the disruption and part of the way that we do that is right upfront in the planning, as we speak now, the teams are looking at how they can design and develop this with minimum disruption, both to retailers and street works and customers. For example, the way that tunnel is going to be constructed will allow all the existing operations to carry on. We look at innovation all the time in the way that we minimise disruption to customers. We try and do as much as we can now in traffic hours, ie without closing any of those stations. It sometimes looks a little bit messy but it is better than closing the station, always obviously making sure it is safe. So we are looking at all of that, but certainly a core requirement of this will be to minimise disruption, but there is always going to be a degree of disruption when we do this. The key is to minimise it.

Caroline Pidgeon (Chair): Mansion House is incredibly nearby and affected by this as well, I know, because I visited it. Then you have two at the end showing Blackfriars?

David Waboso (Director of Capital Programmes, London Underground, TfL): Blackfriars, which should open at the end of February, obviously a Network Rail developed station and you can see when you are coming in on the District line now it does not stop when it goes through, it is going to be a very good looking station, a very good development. That as I said is open at the end of February, and finally Green Park which has provided three new lifts and a much improved station entrance and I think everybody who sees it says what a wonderful station it looks.

Caroline Pidgeon (Chair): Fantastic. That is very helpful. It shows just the scale of some of the work you are doing and the costs involved. I mean, it is quite astonishing.

Victoria Borwick (AM): I think most of them have sort of been answered within the presentation though, because we were talking about the funding for the tube station improvements and the risk to that funding. I mean obviously it is quite difficult as they are some way off, but if you are going to supply us with a list and the timetable with the funding attached I think that will probably answer it.

Caroline Pidgeon (Chair): So whether you have secured the funding or whether things are in progress, yes.

Victoria Borwick (AM): I mean it is obviously some way off so I do not want to waste time.

Roger Evans (AM): Yes. I mean all this is very interesting, Chair, and it demonstrates that when you are doing things in Central London you do not get much change out of half a billion pounds for any station. I would just like to ask you about smaller projects in suburban London which might be considered to be providing better value for money than some of these. Obviously several disability access programmes were cancelled a few years ago to save money and we all understood why that happened. But those are £15 million type projects and there might be opportunities to bring them back in at some point. I am thinking particularly of Newbury Park station in Redbridge where because they have a large car park on the surface, Network Rail and National Express use it at the weekends to deposit all of the passengers from East Anglia while they are closing the line into Liverpool Street to do their work, thus hugely increasing the amount of traffic through that station on a regular basis. People are tipped out of buses, old people, people who have difficulty walking, a lot of people with big suitcases and pushchairs, and for £15 million a lift project there seems like pretty good value and you might even be able to get some money out of Network Rail and National Express for it, as they have decided to effectively use a suburban station as a London terminus for quite a few weekends during the year.

Caroline Pidgeon (Chair): I think that has been noted there.

Michèle Dix (Managing Director Planning, TfL): I think in terms of the interchanges that we have looked at in London we have talked about the mainline termini, we have talked about the strategic interchanges, that there is a whole list of potential Network Rail station improvements that we in discussions with Network Rail lobby for them to make improvements at and also in the same way as we took over franchises for Silver Link in order to improve stations. There is an opportunity to do more of that so that many more of their stations can be brought up to the standard.

Roger Evans (AM): Yes, you cannot get away with that in this case, though, because Newbury Park is one of yours, not one of theirs.

Michèle Dix (Managing Director Planning, TfL): Yes, I know.

Caroline Pidgeon (Chair): Yes, exactly. Rail was going to pick up --

Michèle Dix (Managing Director Planning, TfL): Yes, but what I am saying is we are looking at all the interchanges to understand how you might prioritise those from those lists.

Roger Evans (AM): Yes. I think something which you need to take into account is the way that when lines are closed people are moved around alternatively, because in that particular case there is no reason at all for all those passengers to be there. They should be taken to Stratford but it is obviously more convenient for Network Rail to deposit them at Newbury Park which is further away from the town centre than the place they are picking them up and taking them away from. So some better access at the station seems to be the least that we can do for them in the circumstances.

Murad Qureshi (AM): Some of the most cost-effective changes during this term have been operational ones, like the Circle line going to Hammersmith which picked up those from Edgware Road going to Hammersmith and gives a more frequent service. You have also done something similar on the District line, at the cost of Olympia of course, a service there. Do you have any others like this in line to implement, given the intention is to improve the service by improving service levels and using the slots that you have already in a more efficient way than has been previously?

Michèle Dix (Managing Director Planning, TfL): They are being examined in the light of not having enough money.

Murad Qureshi (AM): Well, that is why. This is much cheaper so getting people off platforms and moving --

Michèle Dix (Managing Director Planning, TfL): Yes.

Caroline Pidgeon (Chair): It is a smarter use of your network.

Michèle Dix (Managing Director Planning, TfL): There is existing work being done to examine opportunities for doing just that and I mean one of the things that is obviously being done, there is a cost associated with it, is whether you can get even more out of the Northern line than you can with the separation that was assumed at Kennington that goes back to Camden. If you could do the works at Camden, there is a price tag attached, that offers an enormous opportunity to improve capacity and services along those two branches. A lot of work has already been done to see if there are different ways in which you can improve the service so that you can do things in the short to medium term rather than just say we cannot do anything until we get more money. Just in terms of Bakerloo, the sort of estimates for that extension is £3 billion to £4 billion, so it is not peanuts.

Caroline Pidgeon (Chair): Bakerloo extension £3 billion to £4 billion for six to eight stations.

Murad Qureshi (AM): Just coming back to the operational things, apart from the Northern line, you are not really entertaining any other ideas on any other lines?

Michèle Dix (Managing Director Planning, TfL): I am saying that LU are looking at just different parts of the network to see whether the sorts of things they have done on the Circle line, there are other improvements that they could make so you get more out of the systems that you have. It is a work in progress.

Victoria Borwick (AM): I was just going to quickly continue Roger's theme about the interchange between National Rail and tube services in particular and I know Finsbury Park, Tottenham Hale and Seven Sisters, all commuters from my patch use, and that is a great problem, particularly as some of them are on the Stansted line as well, so you regularly get holidaymakers with luggage and whatever having to struggle down steps and often unable to do so to access those services into London. I would like to look at that as well.

Michèle Dix (Managing Director Planning, TfL): There are proposals to go through Tottenham Hale and proposals for Finsbury Park. Those proposals got deferred because of money but there are proposals to do that. There also might be some opportunities with development sites associated with that to try and get the monies to take that step.

Victoria Borwick (AM): I just wanted to challenge what Murad had said, and say that obviously from the Olympia Exhibition point of view we are hoping that you are going to continue to keep the change of times under review because we are aware of the need for it, both as an employment area and obviously for the people who live there and we are very conscious that in order to make the exhibition centre operate effectively there do need to be good access times for both exhibitors and contractors, and what may seem slightly out of the hours of operation. One of the things that we have asked as a committee and certainly having walked the patch with the Chairman here, we were disappointed that there could not be something that was a bit more facilitative at both.

Caroline Pidgeon (Chair): We will make sure that that is noted as well. I know it was Richard Parry we were dealing with before, but obviously Richard is no longer active, so I just want to make sure that is not forgotten.

Thank you, Michelle, David, very much indeed.

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