

# MAYOR OF LONDON

**Caroline Pidgeon MBE AM**

Chair of the Transport Committee  
C/o [luis.alvarado@london.gov.uk](mailto:luis.alvarado@london.gov.uk)

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**Date:** 26 October 2021

Dear Caroline,

Thank you for your letter following the meeting of the London Assembly Transport Committee on 30 June 2021 to discuss Transport for London's (TfL) financial position. I apologise for the delay in replying.

Please see the responses to your requests for information below.

**Please provide a schedule of all the transport commitments you have for this Mayoral term, together with associated costs and delivery timescales, and which of them are your immediate priorities.**

My election manifesto set out my plans to invest in public transport to ensure it is safe, affordable and reliable, keeping fares as low as possible; to put TfL on a sound, sustainable financial footing after the pandemic; and to support a revolution in walking and cycling.

When I was putting together my manifesto, I was mindful of TfL's financial constraints. A range of the commitments in my manifesto are programmes that are already underway, and the majority have identified funding streams. This includes initiatives like the rollout of 4G on the Tube, further delivery of step-free access across the network and the introduction of more 20mph speed limits on red routes.

My first major priority is to get TfL's finances to a sustainable position, and my second is delivering the Crossrail project to maximise its role in London's recovery. I also have a number of other priorities that will underpin and support our recovery efforts. These include delivering schemes to get more people walking and cycling, pressing forward with my Vision Zero ambitions; ensuring that the expansion of the Ultra Low Emission Zone (ULEZ) is successful and electrifying our bus fleet; delivering more step-free access across the network; and securing continued investment in schemes that unlock housing and economic growth.

Our immediate focus upon my re-election was on securing a financial settlement from the Government. Following the agreement reached on 1 June, TfL has been undertaking work on my various transport commitments, including associated costs and delivery timescales. You will be aware, however, that the current agreement expires on 11 December, and that due to the short-term nature of these funding settlements, costings and delivery timescales remain far more uncertain than they otherwise would be.

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Some of our aims will be more challenging for TfL to deliver, given the financial context – particularly if we do not ultimately get the long-term sustainable funding we need from the Government. For example, the pace of bus electrification will be determined in large part by overall funding. I was clear about that in my manifesto and recent Comprehensive Spending Review submission. Without a long-term funding settlement, it will also be very difficult for TfL to plan its future capital programme in a way that is both efficient and economic. That is why I continue to work with the Government to agree a longer-term funding deal for TfL that is both fair and right for Londoners and the whole country.

## **Is it possible to meet the revenue and savings targets stipulated in the Government's recent funding deals for TfL without a significant reduction in quality and capacity?**

TfL has been working to make progress against the conditions of its most recent funding agreement with the Government (dated 1 June 2021). TfL's published 2021/22 Revised Budget submission outlines how TfL remains on track to reduce its funding gap on time, deliver the recurring savings required as part of its business plan, and work towards becoming financially sustainable by April 2023. The Revised Budget will see operating service levels on Tube, bus and rail services for 2021/22 remain the same as outlined in TfL's Financial Sustainability Plan and will ensure the delivery of a wide range of key improvements and schemes across London.

## **What do you believe the financial situation means for the future of London's transport system in the short, medium and long term, including the likely implications for service levels, maintenance, upgrades and expansion?**

TfL's capital investment programme reflects the funding uncertainty it currently faces and has been reduced by around £300m compared to the March 2021 Budget. TfL continues to prioritise safety and reliability in its capital investment programme, including continuing proactive renewals on its street assets such as critical highways and tunnels following a two and a half year pause up to last year. TfL also continues its work to decarbonise transport in line with my objectives and Government ambitions through ongoing investment in Healthy Streets, investing in clean energy such as installing solar panels and LEDs, and expanding the ULEZ.

As mentioned previously, the Revised Budget will see operating service levels on Tube, bus and rail for 2021/22 remain the same as outlined in TfL's Financial Sustainability Plan. Additionally, there are no material in-flight project cancellations as a result of the Revised Budget. However, the uncertainty of longer-term Government funding has meant that some schemes have had to be deferred or rescheduled until this is agreed.

It remains the case that a long-term sustainable funding model is essential to ensure London has the transport network it needs to support broader economic recovery and growth. Securing Government support for a financially sustainable plan is key to further medium and long-term planning.

## **Which schemes relating to increasing London's transport capacity and connectivity remain a priority for you, which are under review, and which have now been paused or cancelled?**

Crossrail is a vital national infrastructure project, and completing it as soon as possible remains my highest priority. It will transform the rail network in London, carrying up to 200 million passengers a year, increasing the capacity of the network by 10 per cent, reducing overcrowding, and helping deliver £42 billion of investment. TfL remains on track to open the central section in the first half of 2022.

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Beyond that, my priority has been for TfL to complete the network extensions that are in delivery, including the Northern Line extension to Battersea (which opened on 20 September) and the Barking Riverside extension of the London Overground (which is due to open next year). These projects are largely externally funded and vital to supporting growth in their local areas.

Similarly, TfL needs to complete the in-flight projects to replace the life-expired trains on the Piccadilly line and the DLR. By replacing life-expired trains with modern equivalents, capacity is added through their improved design and increased reliability. Additionally, I will continue to make the case for Government funding which would allow us to confirm plans to modernise the Piccadilly line signalling – replacing very old and increasingly unreliable technology with infrastructure maximising the benefits of the new trains already under order to replace the life-expired fleet built in 1973. This is an investment for the next 50 plus years, providing reliable, faster and high-frequency services for this key artery serving Heathrow and the heart of central London.

We also need to look ahead to replacing the ageing fleets on the Bakerloo, Central, and Waterloo and City lines. TfL hopes to take advantage of the production lines already in place for the Piccadilly line trains, which provides a once in a generation opportunity to secure high quality rolling stock for the future in an economic way.

We will also continue to work on capacity enhancement schemes that unlock housing and are supported by the Government's Housing Infrastructure Fund. These include an upgrade to the London Overground East London line to support growth around Canada Water and an upgrade to the DLR, including further additional trains above the base order to support growth around the Royal Docks.

In January 2021, having considered the new reality brought on by the pandemic, TfL published its Financial Sustainability Plan. The plan makes clear that major growth schemes such as Crossrail 2, the Bakerloo Line Extension and Sutton Tramlink, while still important to London, are not an immediate priority.

TfL is planning to make a small contribution within the next five years towards developing an extension of the DLR to Thamesmead, which could complete by 2031, as well as improved bus links connecting to this scheme. This investment would be dependent on the large majority of funding for the schemes coming from third parties, but we are working closely with the Government, Homes England, the developers and local authorities to identify opportunities to support the scheme. Together, the DLR and bus schemes have the potential to support the delivery of 25,000 homes in Thamesmead and Beckton Riverside and to transform a poorly connected and deprived area into a new town based around sustainable travel.

In the longer term, in the 2030s and 2040s, we would like to progress with schemes such as the West London Orbital, Bakerloo Line Extension and Crossrail 2. We continue to view all of these schemes as having strong cases for eventually proceeding based on their potential to unlock development in major opportunity areas and support the long-term growth of London.

## **What is the latest status of the TfL Bus Review?**

As a condition of TfL's funding agreement of 1 June 2021, the Department for Transport required a service level review for public transport in London. The first report was submitted to the Government on 17 September 2021. In November 2021, TfL is also required to compare actual demand over the last few periods against agreed scenarios from July 2021. For its September review, TfL provided information about past demand, demand during the pandemic and future scenarios, as well as evidence of impacts from past service changes. TfL also provided an economic

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and financial assessment, as well as an assessment of the impacts on carbon, congestion, access to jobs, equality, connectivity and other measures, including Mayoral and Governmental policy aims. The overall service level review report will not lead to any decisions on service levels itself as they would be subject to normal procedures, including consultation where appropriate.

## **What are the plans for public engagement on any changes to bus services?**

TfL will continue to conduct public consultations where it carries out changes to the structure of a route or if it withdraws a route. While TfL does not consult on frequency changes, it will continue to actively engage with stakeholders on changes to bus services and inform them of what is happening in advance of any changes taking place. The stakeholders TfL regularly engages with include elected representatives, borough officers, accessibility groups and groups that represent its customers. TfL is always available to brief stakeholders on the service changes it makes and the decision making behind them.

When changes to TfL bus services are made, TfL uses a range of channels to ensure customers who use those services know these changes are taking place. The channels TfL uses will depend on the impact of the change, but can include customer emails, updating the information on the TfL website and journey planner, updating the panels at bus stops, posters on the network where appropriate, and, in some cases, advertising (e.g. online) where the changes are large in scale.

## **What are the available options you have to create or extend orbital bus services more quickly, linking outer London boroughs where they are not already well linked?**

TfL introduced eight new orbital routes (bus routes 218, 278, 301, 306, 335, 483, 497 and X140) immediately before the pandemic, and another route which runs wholly in outer London in March 2021 (route 456 between Enfield and North Middlesex Hospital). There have also been five extensions (on bus routes 112, 125, 440, 384 and 483) that have boosted orbital connections in outer London over the past five years. Another recent enhancement is the extension of route 324 from Stanmore to the Royal Orthopaedic Hospital on 28 August.

However, the network is still facing significant and previously unforeseen challenges. TfL will need to assess how passenger demand patterns settle in the next few months to see where services are required as well as whether enhanced services may offer value for money and are affordable.

Despite this, TfL is introducing a range of improvements in the coming year, including the remaining Crossrail-related service improvements, improvements to address growth in the Royal Docks, including frequency enhancements on routes 325 and 376, and frequency improvements on routes 86, 191, 368 and W6. TfL has also recently consulted on changes to services in Sutton and Croydon, and following feedback intends to take many of the proposals forward.

TfL is investing in greening its bus fleet with the introduction of more electric buses and England's first double decker hydrogen buses.

## **What plans do you have in place, and what progress are you making, to stimulate new and returning advertising income across TfL as London emerges from lockdown?**

TfL has been working with its media partners through the pandemic to find innovative ways to retain interest in its advertising estate as audience numbers have fallen significantly. TfL is now working with its partners to attract brands back to the network. Over the last year, TfL has run some great partnership campaigns, which can be viewed in its [Annual Advertising Report](#).

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TfL has an attractive advertising estate with a wide range of both traditional and digital assets. During 2020, TfL concluded the installation of the upgraded digital assets across the London Underground and Rail environment. This included new formats such as larger format landmark assets, larger format landscape screens, as well as the award-winning digital escalator 'ribbons', made up of digital screens that run continuously along the full length of key escalators.

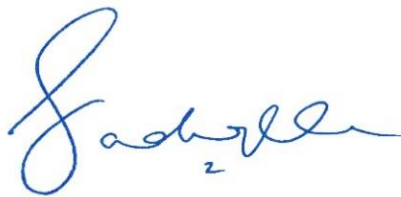
Additionally, as part of this investment programme, TfL has been implementing a range of primary digital advertising across the Elizabeth line in anticipation of its opening in the first half of 2022. As well as the digital formats used across the network, the Elizabeth line will have digital screens integrated into platform edge doors to create a 'digital gallery' along station platforms. This expansion will also help to reinvigorate interest in TfL's already vast estate.

TfL has continued to work on depersonalised Wi-Fi data, which shows both the volume of people on the network and how they are using it. This helps TfL's media partner, Global, to plan and deliver more effective advertising campaigns for brands by providing an unrivalled level of transparency in terms of the return that they are making on their investment.

TfL is already seeing a return – albeit a slow one – of advertising income. TfL is hopeful that this will increase as people's behaviour continues to change following the lifting of restrictions and economic activity increases.

I hope this information is helpful.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a small '2' written below the 'h'.

**Sadiq Khan**  
Mayor of London