



**London
Streets**

TfL Update

- **TfL is changing**
- **£250 this financial year**
- **£2.8bn over the remainder of the current business plan**



TfL Board



London Underground



Surface



Major Projects



Commercial Development



Customers, Communication
and Technology



Finance



General Counsel



HR



Engineering



Planning



Strategy



Crossrail 2



TfL Priorities

Commissioner's 6 priorities for TfL

1. To put customers and users at the core of all our decision making

2. To drive improvement in reliability and safety across our network

3. To accelerate the growth and increase the capacity of our network

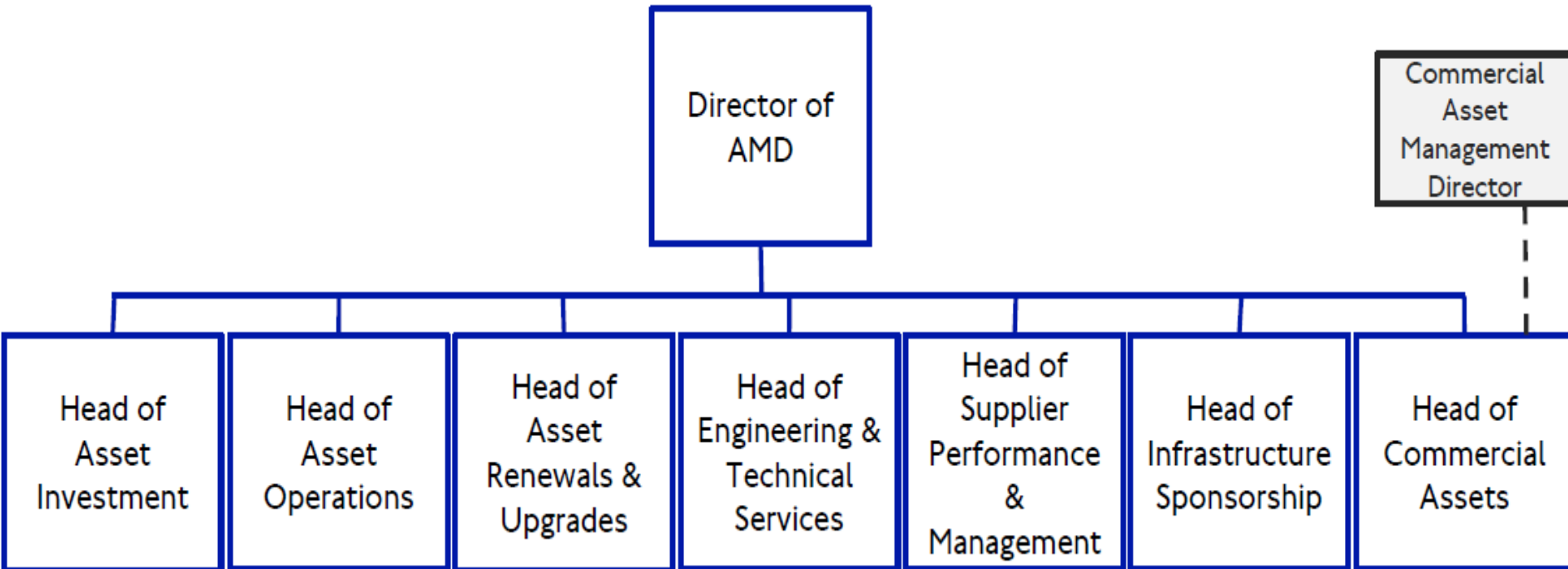
4. To invest in our people and lead them to be the best they can be every day

5. To cost less and to generate more income

6. To exploit technology to produce better and faster results



Asset Management Directorate



STIP Update

- **Structures and Tunnels Investment Programme**
- **STIP 1 – 8 Projects c.£260m**
 - Hammersmith Flyover
 - 4 road over rail bridge replacements
 - Chiswick Bridge refurbishment



STIP Update

- **STIP 2 – allocated budget c.£380m**
 - 5 Thames river bridges
 - 4 Tunnels
 - 18 structures at Brent Cross
 - 52 structures on A40 Westway

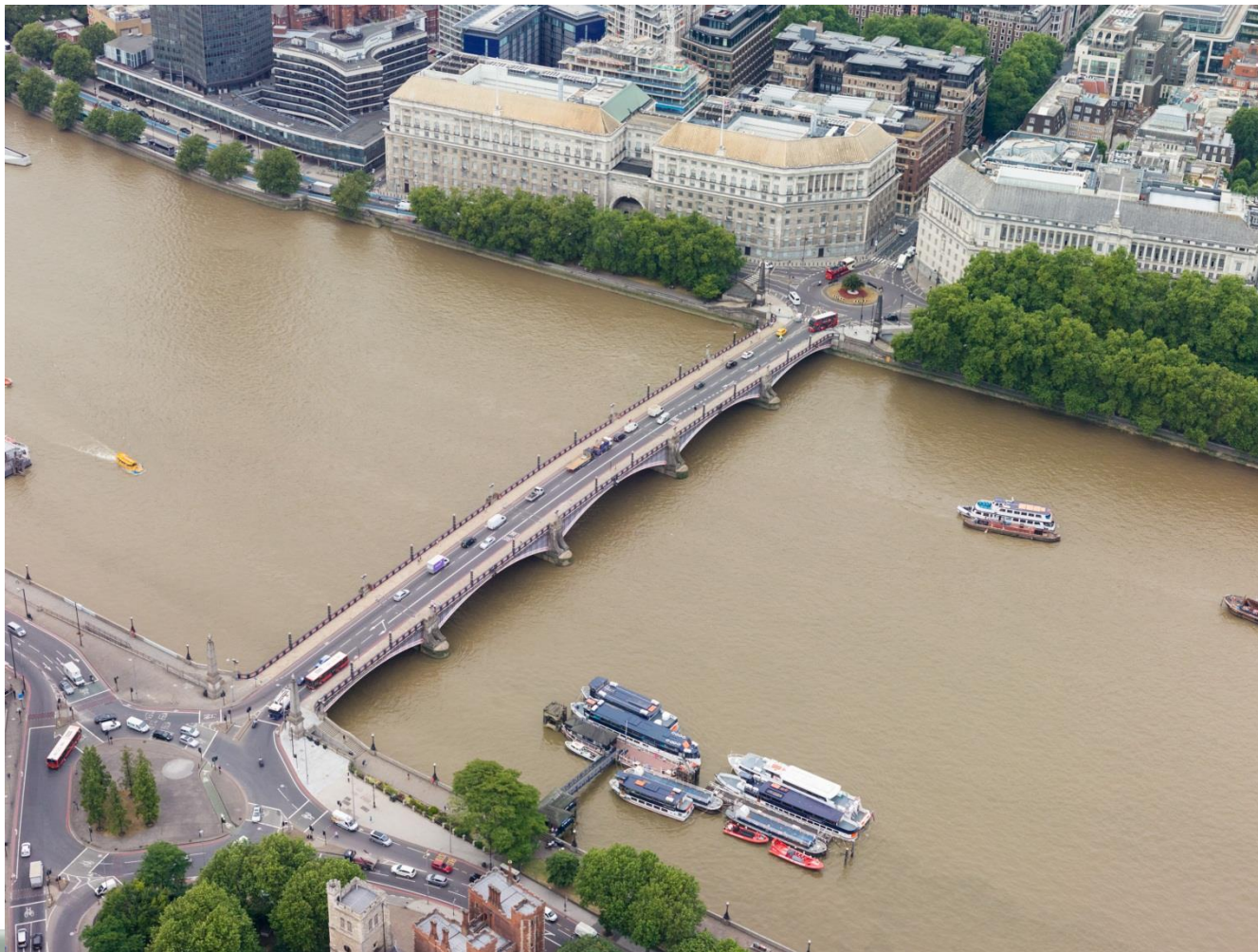


STIP 2 Update

- **Early estimates indicated <<£700m to complete all identified works**
- **Programme reprioritised**
- **No of projects reduced to 6**
 - **Westway**
 - **Brent Cross**
 - **Blackwall Tunnel**
 - **Rotherhithe Tunnel**
 - **Vauxhall Bridge**
 - **Lambeth Bridge**



Lambeth Bridge



Lambeth Bridge



Vauxhall Bridge



Vauxhall Bridge



Vauxhall Bridge



Westway Structures



Westway Structures



Marylebone Flyover



Section 1



Section 4

Different construction types



Section 5



Section 6E



Section 6W



Westway Structures



Range of uses beneath



Blackwall Tunnel Southbound



Rotherhithe Tunnel



Brent Cross Structures



Brent Cross Structures

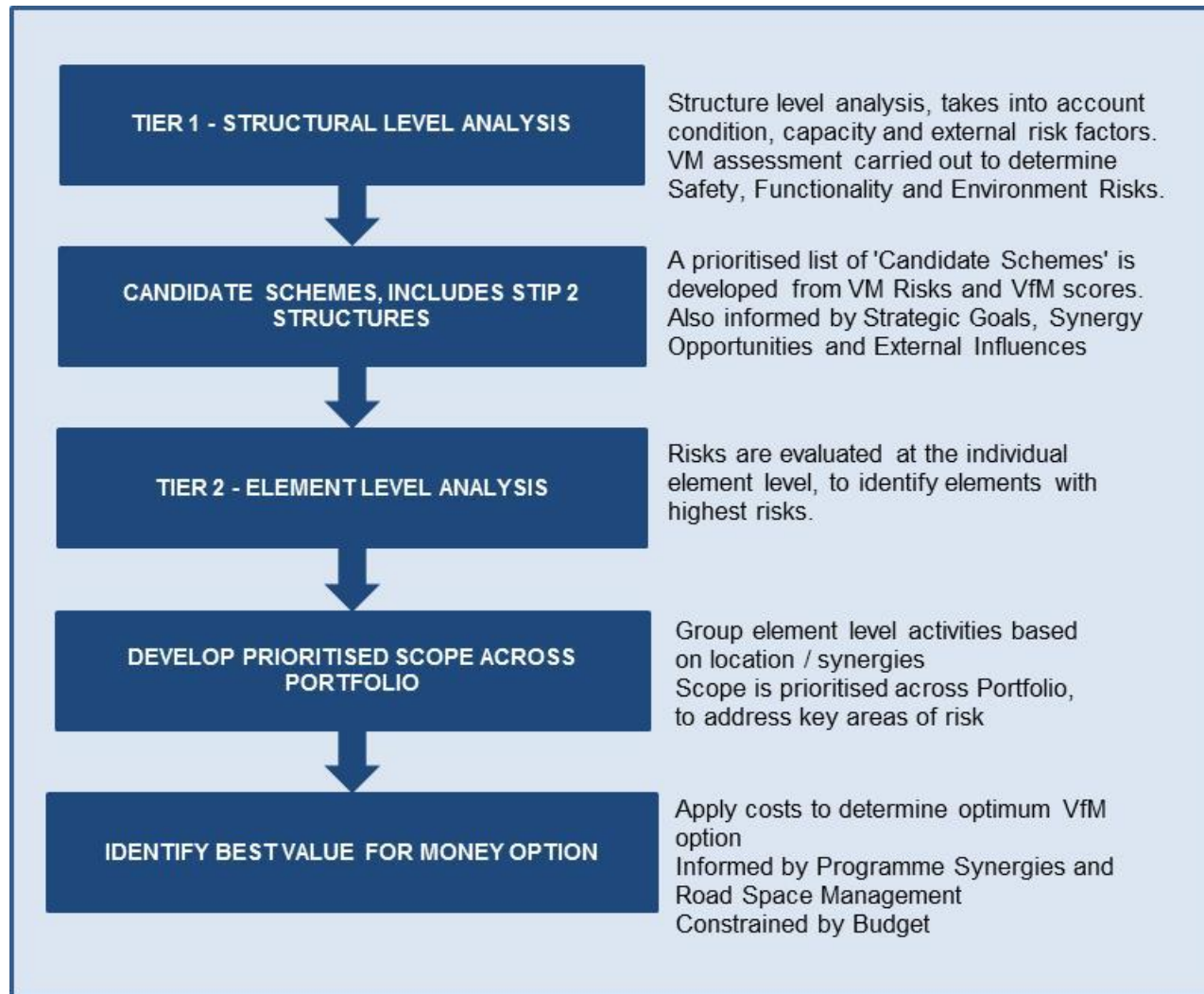


STIP 2 Update

- **Prioritisation of projects to fit budget**
- **Risk based approach**
- **Based on TfL/LoBEG value management approach**
- **Risk based approach**
- **Considers whole life cost/affordability**



STIP 2 Prioritisation Process



Based on the
LoBEG Guidance
Note 'Value for
Money Package
Prioritisation
Process



Options – Scope Development

Dec-21

	Assumptive Scope
Step 1	Works that have been grouped together to increase efficiencies and value, through shared overheads and economies of scale

	Condition Based Scope
Step 2	Targeted scope based on updated condition at the individual element level over the STIP 2 Period. Will ensure assets are maintained in a Good State of Repair, address asset risks and prevent unacceptable increases to future costs as a result of degradation.

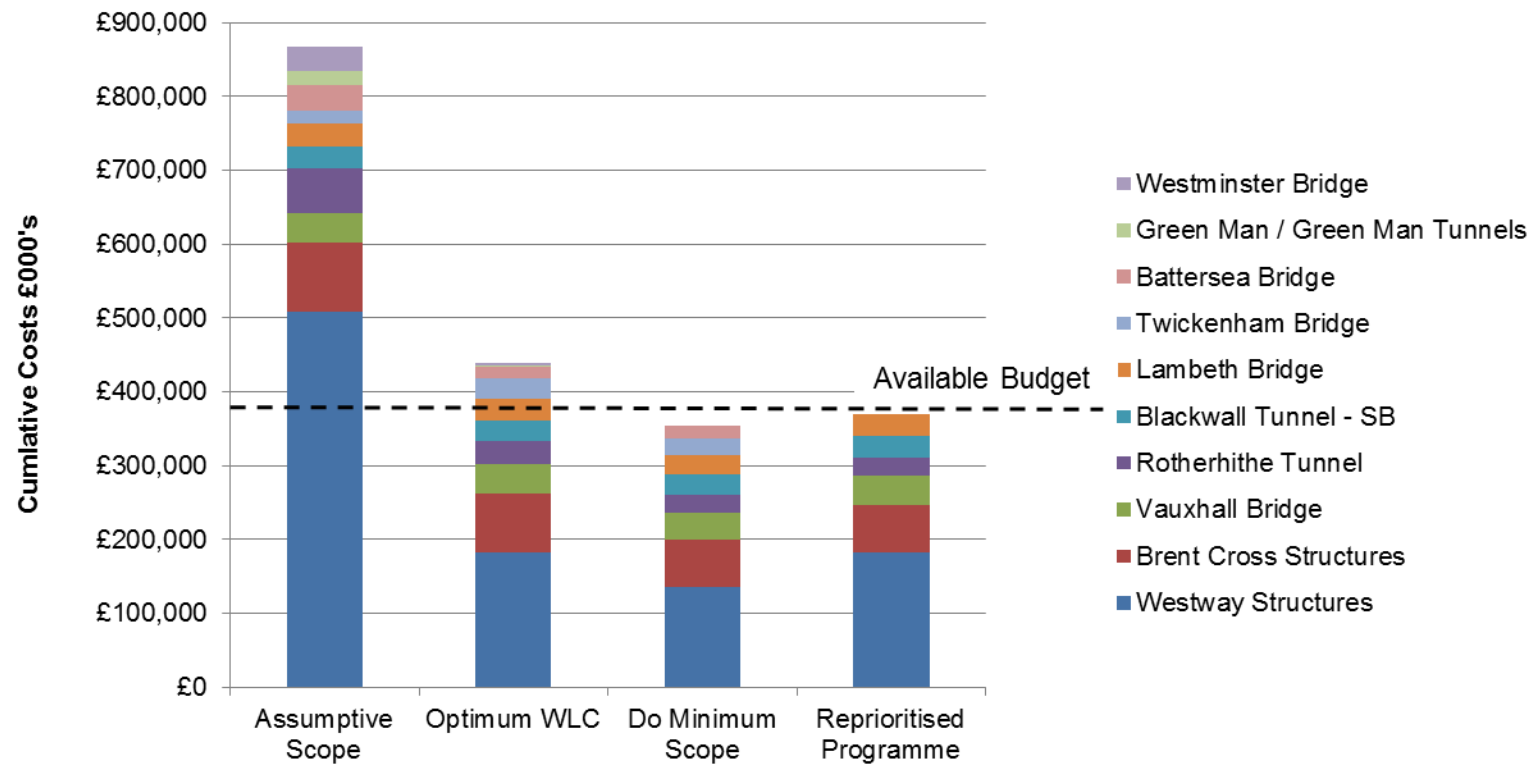
	Do Minimum Scope
Step 3	Highest priority works that can be delivered with the available Funding. Minimum work required to address safety, functionality and environmental risks over the STIP 2 Period.

Deferred Work
Non-critical work deferred until after 2021. Some additional funding <u>may</u> be required to address degraded asset condition and to manage risks until the work is carried out.

Deferred Work
Combination of non-critical and some critical work deferred until after 2021. Additional funding <u>will</u> be required to address degraded asset condition and manage risks until the works are carried out. Some restrictions may be required.



STIP 2 Update



STIP 2 Update

	Project	Current Risk					Post-work Risk					Risk reduction per year (£000's)	Mitigation period (Years)	Discounted Risk over mitigation period (£000's)	Project Cost (£000's)	VfM
		Safety Risk (£000's)	Functionality Risk (£000's)	Environment Risk (£000's)	Finance Risk (£000's)	Total Risk (£000's)	Safety Risk (£000's)	Functionality Risk (£000's)	Environment Risk (£000's)	Finance Risk (£000's)	Total Risk (£000's)					
Reprioritised Programme	Westway Structures	£8,798	£23,865	£186	£3,245	£36,093	£7	£5	£0	£216	£228	£35,865	50	£879,470	£182,921	4.81
	Brent Cross Structures	£2,041	£14,949	£122	£382	£17,494	£5	£6	£0	£76	£87	£17,407	50	£426,851	£64,278	6.64
	Vauxhall Bridge	£981	£3,633	£28	£356	£4,999	£0	£1	£0	£26	£27	£4,971	50	£121,908	£38,449	3.17
	Rotherhithe Tunnel	£88	£2,901	£203	£312	£3,504	£62	£127	£75	£219	£483	£3,020	40	£66,991	£24,809	2.70
	Blackwall Tunnel - SB	£127	£2,269	£160	£366	£2,922	£117	£949	£60	£271	£1,397	£1,525	15	£18,178	£28,940	0.63
	Lambeth Bridge	£330	£1,243	£10	£48	£1,631	£1	£0	£0	£48	£49	£1,581	50	£38,776	£29,712	1.31
Deferred Projects	George Green / Green Man Tunnels	£77	£521	£127	£204	£929	£38	£42	£47	£130	£257	£672	15	£8,010	£1,484	5.40
	Twickenham Bridge	£51	£83	£1	£8	£143	£13	£1	£0	£8	£22	£121	50	£2,955	£26,237	0.11
	Battersea Bridge	£88	£34	£0	£75	£197	£1	£0	£0	£20	£21	£176	50	£4,320	£16,022	0.27
	Westminster Bridge	£11	£10	£0	£52	£73	£5	£7	£0	£52	£64	£10	20	£141	£4,539	0.03



STIP 2 Update

Statistic	Option 1 Reprioritised Programme	Option 2 Defer 6 Years	Option 3 Do Minimum (Base Case – Defer 10 Years)
MTS Outcome: Bringing and maintaining all assets to a state of good repair	Nbr of Structures brought to SOGR over Business Plan Period 6	Nbr of Structures in SOGR over Business Plan Period 0	Nbr of Structures in SOGR over Business Plan Period 0
MTS Outcome: Smoothing traffic flow (managing delay, improving journey time reliability and resilience)	Risk of unplanned closures Low	Risk of unplanned closures Medium	Risk of unplanned closures High
MTS Outcome: Reduce transport's contribution to climate change and improve its resilience	Reduction in CO ₂ 4,297 tonnes (compared with Base Case)	Reduction in CO ₂ 1,719 tonnes (compared with Base Case)	Reduction in CO ₂ -
Reduction in Safety Risk (NPV)	£77.4m	£24.8m	-
Reduction in Functional Risk (NPV)	£428.4m	£170.8m	-
Reduction in Environmental Risk (NPV)	£3.8m	£1.4m	-
Total Benefit (NPV)	£509.5m	£196.9m	-
Opex Costs Avoided (NPV)	£9.6m	£4.7m	-
Savings for Energy Consumption (NPV)	£638k	£234k	-
Affordability over Business Plan	YES, but may be affected by future budget reductions	YES	YES
Benefit to Cost Ratio	15.69	11.30	N/A
Value for Money Ratio.	4.21	N/A	N/A



tfl.gov.uk

