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Title: Transport Committee – Spending Review Letter

Executive Summary

The Transport Committee held a Question and Answer session with the Commissioner of Transport for London at its meeting on 4 February 2020 during which the Committee resolved:

That authority be delegated to the Chair, in consultation with the Deputy Chair and party Group Lead Members, to agree a letter to Government on infrastructure upgrades ahead of the spending review.

Following consultation with the Deputy Chair and party Group Lead members, the Chair of the Committee, Navin Shah AM agreed the Committee's letter.

Decision

That the Chair, in consultation with the Deputy Chair and party Group Lead Members, agree the Transport Committee's letter to the Government on infrastructure upgrades ahead of the spending review.

Assembly Member

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature



Date

10.03.20

Printed Name

Navin Shah AM (Chair, Transport Committee)

Decision by an Assembly Member under Delegated Authority

Notes:

- The Lead Officer should prepare this form for signature by relevant Members of the Assembly to record any instance where the Member proposes to take action under a specific delegated authority. The purpose of the form is to record the advice received from officers, and the decision made.*
- The 'background' section (below) should be used to include an indication as to whether the information contained in / referred to in this Form should be considered as exempt under the Freedom of Information Act 2000 (FOIA), or the Environmental Information Regulations 2004 (EIR). If so, the specimen Annex (attached below) should be used. If this form does deal with exempt information, you must submit both parts of this form for approval together.**

Background and proposed next steps:

The Transport Committee held a Question and Answer session with the Commissioner of Transport for London at its meeting on 4 February 2020, during which the Committee resolved:

That authority be delegated to the Chair, in consultation with the Deputy Chair and party Group Lead Members, to agree a letter to Government on infrastructure upgrades ahead of the spending review.

Following consultation with the Deputy Chair and party Group Lead members, the Chair of the Committee, Navin Shah AM agreed the Committee's letter.

The report will be reported back to the Transport Committee at its next formal meeting, currently scheduled for 12 March 2020, for the Committee to note.

Confirmation that appropriate delegated authority exists for this decision

Signed by Committee Services



Date 12/2/20

Print Name: Laura Pelling

Tel: 5526

Financial implications

NOT REQUIRED

Signed by Finance N/A

Date

Print Name N/A

Tel:

Legal implications

The Chair of the Transport Committee has the power to make the decision set out in this report.

Signed by Legal



Date 13/2/20

Print Name

Emma Strain, Monitoring Officer

Tel: X 4399

Additional information should be provided supported by background papers. These could include for example the business case, a project report or the results of procurement evaluation

Supporting detail/List of Consultees: Caroline Pidgeon MBE AM (Deputy Chair), Keith Prince AM, David Kurten AM, Caroline Russell AM

Public Access to Information

Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 – Deferral

Is the publication of Part 1 of this approval to be deferred? No

Until what date: (a date is required if deferring)

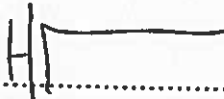
Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form - No

Lead Officer/Author

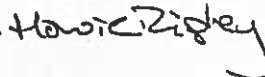
Signed


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Date

6 MARCH 2020

Print Name

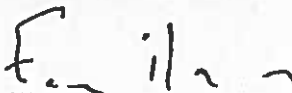
~~Gino Brand-Hawick~~ 

Tel: 5792

Job Title

Senior Policy Advisor

Countersigned by
Director


.....

Date

10.03.20

Print Name

Ed Williams

Tel: X4399

Chair of the Transport Committee

Navin Shah AM

London Assembly Member for Brent & Harrow



City Hall
The Queen's Walk
London SE1A 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk

The Rt. Hon Grant Shapps MP

Secretary of State

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
(Sent by email)

9 March 2020

Dear Secretary of State,

Re: **Steady and sustainable funding for Transport for London**

I am writing to you to make the case for steady and sustainable funding for Transport for London's (TfL) investment programme. With London's population and employment growing, its transport infrastructure needs major improvements. This is vital in order to remain a successful city which can support the UK economy, and provide a high quality of life for all its residents and a good experience for tourists.

The projected increase in London's population will create significant pressures on already crowded and congested transport networks. The answer is to allocate the limited available space to walking, cycling and public transport networks, working together, that support well-connected and affordable housing, and pleasant public spaces. For this to happen, London needs investment in its transport infrastructure.

This investment is not at the expense of other parts of the UK. For example, the direct result of TfL ordering new trains for the Piccadilly line is the building of a factory in Goole. The factory will support jobs in suppliers and ancillaries in that part of England. Skills developed in London for the delivery of walking and cycling infrastructure here, are now shared elsewhere in the UK, especially Manchester.

TfL has developed an impressive capital delivery record since it was first established. This has been achieved through steady and sustained funding, which has seen the capital's transport network transformed from the unsatisfactory state it was in before TfL was formed some 20 years ago. This has supported the growth and success of London, including its role as host during the 2012 Olympic and Paralympic Games.

In December 2019, TfL published its Business Plan covering 2020-21 to 2024-25. This includes new capital investment of £6.5 billion over the next five years. However, Government has not committed to funding TfL beyond 2020-21. This is preventing commitments being made for the next generation of improvements to London's transport networks. Commitment to long-term projects requires long-term funding availability to ensure they can be completed, therefore, a lack of certainty of funding can delay the commencement of essential improvements and delay the realisation of their benefits.

Email: Navin.Shah@london.gov.uk

The current Piccadilly line signalling is outdated and is TfL's next priority in its Tube upgrade programme. Unfortunately, the lack of long-term certainty of funding means TfL is currently unable to commit to such multi-year and large-scale investment programmes. With Government support, TfL can complete the upgrade of the Tube network and signalling improvements, which on the Piccadilly line alone would bring a 60 per cent capacity increase to national transport hubs such as Heathrow Airport.

The extension of the Bakerloo line would enable much needed affordable housing in South London. London's population is forecast to grow to more than 10 million people by 2030. South east London has significant potential to support this increase, the corridor stretching from Elephant & Castle to Lewisham and Catford in particular. Improved transport services are required to support London's growing population and improve customer journeys, especially along Old Kent Road where existing bus services suffer from traffic delays and will not support the area's future densification, which could be able to deliver at least 20,000 new homes and 10,000 new jobs.

Further opportunities include the Bakerloo line rolling stock which currently operates some of the oldest trains in Great Britain; increasing the size of the Jubilee and Northern Line fleets; upgrading Holborn and Camden Town stations; Crossrail 2; the tram extension to Sutton; and the extension of DLR to Thamesmead and the West London Orbital. Fully realising the Mayor's vision for 80% of journeys to be made by public transport, walking and cycling has been estimated to need £3.3bn of investment each year up to 2041¹. These schemes will collectively deliver improvements to capacity, sustainability and reliability that will enable a continuation in the success of this city. The National Infrastructure Commission in its National Infrastructure Assessment recommended that Government should deliver long-term certainty over infrastructure funding. In the Commission's Annual Monitoring Report 2020,² it also recommended that the Government's key priorities for 2020 should include: confirming its plans to go ahead with Crossrail 2, committing to fund it in the Spending Review 2020, agreeing governance arrangements between the Greater London Authority, TfL, and central government departments to begin work on delivery options for housing. The Committee believes that long-term steady and sustained investment is essential to ensure critical infrastructure projects can continue and London's transport network can support the demands of all those who live and work in, or visit, the city. To support this decision-making, the Mayor has called for certainty from Government in relation to the devolution of business rates after March 2021.

We ask you to consider long term steady and sustainable capital funding for TfL in the upcoming Spending Review, to allow TfL to invest in the transport projects that London needs to thrive. We are asking for a response to this letter, if possible, by 20 March 2020. When providing your response please copy in the Principal Committee Manager, Laura Pelling (Laura.Pelling@london.gov.uk).

Yours sincerely,



Navin Shah AM
Chair, Transport Committee

cc The Rt. Hon Rishi Sunak MP - Chancellor of the Exchequer

¹ Transport for London Business Plan 2019-24, page 58 <http://content.tfl.gov.uk/tfl-business-plan-2019-24.pdf>

² National Infrastructure Commission, Annual Monitoring Report 2020: <https://www.nic.org.uk/wp-content/uploads/NIC-2020-AMR-Final.pdf>

Email: Navin.Shah@london.gov.uk