

## **Transport and Works Act 1992**

### **Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 — Rule 10(3)(a)**

#### **London Overground (Barking Riverside Extension) Order**

##### **FUNDING STATEMENT**

- 1** Transport for London (“TfL”) is a statutory body created by the Greater London Authority (GLA) Act 1999, reporting to the Mayor of London. As the integrated body responsible for the capital’s transport system, TfL’s responsible for the implementation of the Mayor’s Transport Strategy and managing the transport services across the capital.
- 2** The Barking Riverside Overground Extension Project (“BRE”) involves the extension of the existing London Overground Gospel Oak to Barking line, which currently terminates at Barking Station, to Barking Riverside – enabling the sustainable delivery of 10,800 homes, a new district centre and supporting the wider regeneration of the London Riverside Opportunity Area where currently local buses are the only means of public transport.
- 3** The Barking Riverside development is being delivered by Barking Riverside Limited (BRL), a joint venture between the GLA (49%) and a private sector partner (51%).
- 4** The BRE is estimated to cost £229 million in 2016 prices, including risk and a breakdown of this cost can be found in the Estimate of Cost. The scheme’s outturn cost is £263 million, which takes into account inflation. The project assumes construction will start in financial year 2017/18, with completion estimated in 2021.
- 5** The BRE will be financed from a number of funding sources as follows:
  - £172 million contribution from BRL
  - £91 million cash contribution from TfL’s business plan, which is committed.
- 6** Operating costs of the scheme, at circa £3.1 million per annum (in 2016 prices), will be covered within TfL’s operating budget.

- 7** A funding agreement between TfL and BRL was completed on 9 March 2016. This agreement governs the provision by BRL of £172 million towards meeting the cost of delivering the BRE and confirms the payment profile from BRL to TfL.
- 8** Blight expenditure is not anticipated to arise as a consequence of this application. However, any such costs will be met from the risk provisions identified in the project's estimated final cost.

31 March 2016