

Item 7: Regular Programme Update

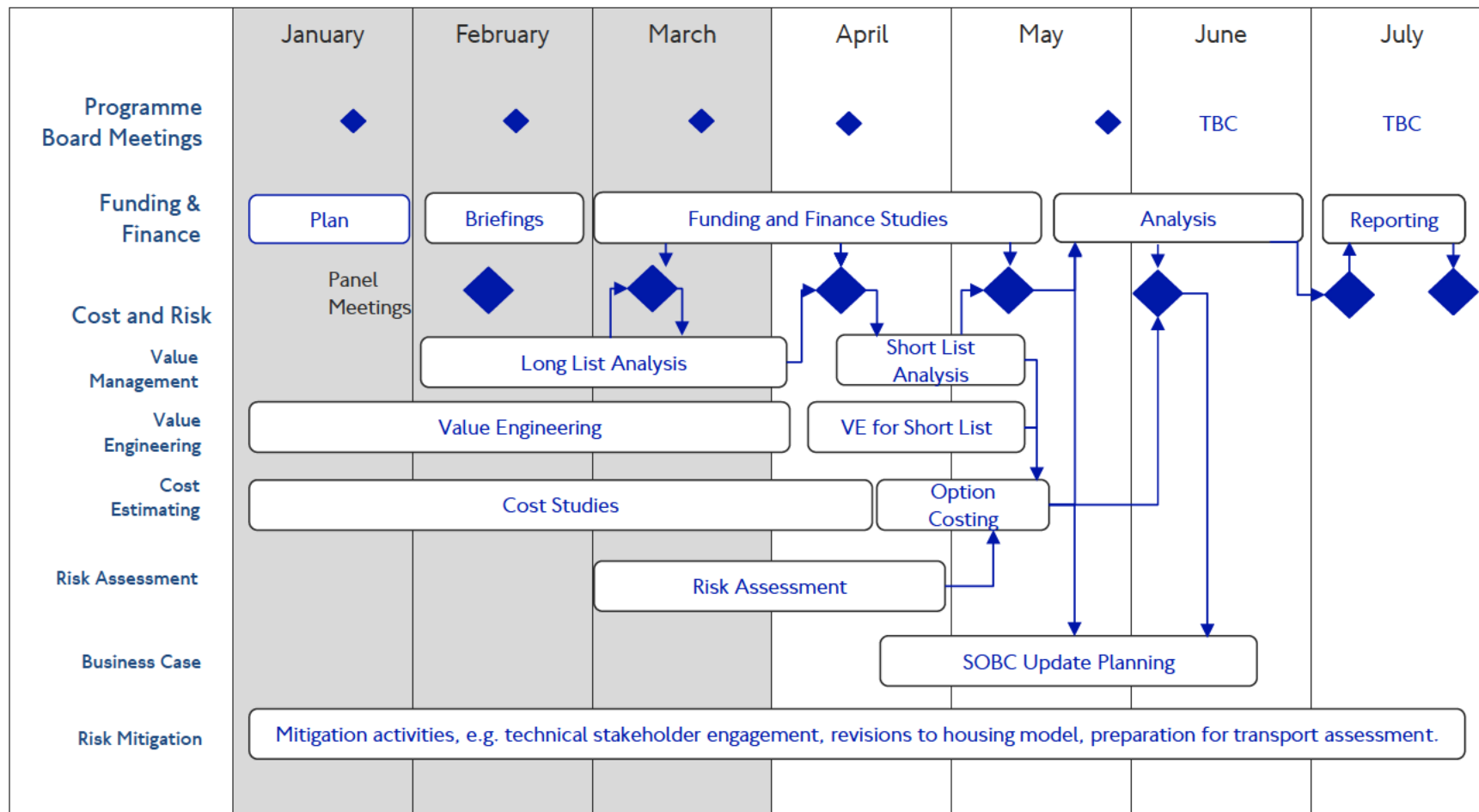
Overview

- The IPT's priority is analysis of an options shortlist to be selected by the IAR Cost & Risk Sub-Panel. Cost estimating based on the restated Option H reference case has begun.
- Planning is underway for a full restart of stakeholder engagement activities following the London council elections.
- Agreement in principle has been reached on the DfT's contribution to the IPT's running costs to the end of 2018. The agreement is now being formalised through a letter.
- The draft DfT Internal Audit report on the Department's management of the programme has been received. The findings are broadly positive, but it recommends that the high-quality risk management, lessons learned and stakeholder engagement work by the Department and the IPT should be more-closely integrated.
- The DfT and the IPT continue to work together to implement governance recommendations, with changes in approach being developed for implementation during the second quarter of 2018/19.

Work Completed

- A longlist of options proposed by the Cost & Risk Sub-Panel has been analysed by the IPT, and findings issued to the review experts.
- Network Rail has technically assessed a simplified form of the scheme's West Anglia Mainline component. Transport planning evaluation of the simplification is now in progress.
- TfL subject-matter experts have produced papers on council tax supplements, a transport premium charge and property-based funding sources for consideration by the IAR sub-panels.

High-Level Plan for Part One of 2018/19 Business Plan





Highest-Priority Development Risks

Risk Description	In-Progress Mitigations
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Key Lessons-Learned Workstreams

[Please see dedicated agenda item.]