

Board

Date: 6 February 2013

**Item 9: Sub-Surface Railway Upgrade Revised Programme
Authority**

This paper will be considered in public

1 Summary

1.1 This paper asks the Board to grant an increase in the overall Sub-Surface Railway (SSR) Upgrade Programme (SUP) Project Authority from £4223.9m to £4243.9m. The proposed revised SUP sub-programme authorities are shown in Appendix 1.

2 Recommendations

2.1 The Board is asked to:

- (a) **note the paper; and**
- (b) **grant an increase in Project Authorities for the Sub-Surface Railway Upgrade Programme (SUP) sub-programmes and increase the total SUP Project Authority to £4243.9m.**

3 Requested additions to SUP Authority

3.1 It is proposed that the three previously scoped budgeted projects, as detailed in paragraphs 3.2 to 3.4 are to be transferred to SUP. This is the most cost effective and efficient means to deliver the scope of these projects due to the location and level of integration with existing works. This will increase the overall SUP Project Authority which requires Board approval. There is no net overall Budget impact for TfL, as all these projects have existing Financial Authorities within the "LU SSR Other line (LUPF221)" in the TfL Budget which would transfer to the SUP.

3.2 The first project relates to 750V Trackside enabling works, Interim Regenerative Braking Works, S Stock Auxiliary Energy improvements and Energy Efficiency modelling and feasibility, which are to be completed by 2017, valued at £6.3m (under UIP 2107). This work is part of the 750V migration element of the overall SUP. For historical contractual reasons, it was not included in the original SUP authority but budgeted separately. However, it is now considered more appropriate that it be included as part of the SUP as these works will be delivered by the same team.

3.3 The second relates to improvements to the Neasden Depot facilities to deliver the new lifting and maintenance facility and associated signalling and power improvement works, but are required before the completion of the Heavy

Maintenance Facility at Neasden Depot to optimise fleet maintenance efficiency, valued at £5.2m (under S40000443). These works include enhancements to the winterisation equipment, wheel lathe operating facilities and site-wide fire, communication and building management system as well as modification works to the long shed shore supplies.

- 3.4 The third project relates to works on approximately 13 kilometres of the Piccadilly line between Rayners Lane and Hanger Lane junction, and between South Ealing and Northfields to enable operation of the new SSR Automatic Train Control (ATC) signalling in these areas, valued at £8.5m (under PSCE0088). As part of the ATC solution, Piccadilly line trains are planned to be manually operated under Automatic Train Protection to in-cab ATC signalling displays in place of the existing line-side signalling along the interoperable areas of common track with the SSR's District and Metropolitan line services between Barons Court and Hanger Lane Junction and Rayners Lane Junction to Uxbridge respectively. To simplify operations from the Hammersmith Control Centre and to minimise operating mode changes at legacy signalling/ATC boundaries, it is planned to extend the use of this solution to the current gap between the two inter-operable areas. The requested authority also includes procurement of train operator training simulators.
- 3.5 There are a number of other projects, the most material being the Neasden Heavy Maintenance Works, which have previously been scoped and are budgeted, within "LU SSR other" line within the Business Plan which it is proposed will be transferred to SUP, as this is considered to be the most effective means of delivery. The Board will be asked to transfer the budget for these to SUP in the coming months once the business case and scope are fully defined.

4 Views of the Finance and Policy Committee

- 4.1 The members of the Finance and Policy Committee present on 23 January 2013 considered the paper. Their request for further clarity relating to scope and transferring of the budget for these items has been included in the paper as detailed above.

List of appendices to this report:

Appendix 1: Proposed Changes to the SUP Sub-Programme Project Authorities

List of Background Papers:

None

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Proposed Changes to the SUP Sub-Programme Project Authorities

SUP Sub-Programmes	Current Project Authority	Proposed Project Authority
SSR Upgrade - Rolling Stock	£1,827.9m	£1,827.9m
SSR Upgrade – ATC	£1,054.9m	£1,069.7m
Historical Signalling Costs	£305.4m	£305.4m
Depots	£321.4m	£326.6m
S7 Supporting Works	£30.0m	£30.0m
S8 Supporting Works	£30.8m	£30.8m
Conductor Rail Upgrade	£45.2m	£45.2m
Signalling Immunisation	£222.4m	£222.4m
DC Power Works	£16.2m	£16.2m
Enabling Other	£242.7m	£242.7m
SSR Upgrade - Management	£126.9m	£126.9m
TOTAL	£4,223.9m	£4,243.9m