

Date: 18 July 2013

Item 4: Actions List

This paper will be considered in public

1 Summary

1.1 This paper informs the Committee of progress against actions agreed at previous meetings.

2 Recommendation

2.1 **The Committee is asked to note the Actions List.**

List of appendices to this report:

Appendix 1: Actions List

Appendix 2: Note on Crossrail Paddington Bakerloo Line Link

List of Background Papers:

Minutes of previous meetings of the Committee

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Finance and Policy Committee Action List (reported to the meeting on 18 July 2013)

Actions from the meeting held on 23 May 2013

Minute No.	Description	Action By	Target Date	Status note
43/05/13	<p>Operational and Financial Performance Report – Fourth Quarter 2012/13 – Staff Numbers</p> <p>Members discussed the variance from budget of Full Time Equivalent (FTE) staff numbers. A paper would be submitted to the next meeting explaining the variance and the systems and controls in place across TfL to manage staff numbers. The paper would also provide an analysis of trends in staff numbers (including the rationale for using non-permanent labour or internal secondments for permanent staff) and TfL's contractual commitments when contractors or consultants were brought in house.</p>	Steve Allen	July 2013	On agenda.
43/05/13	<p>Operational and Financial Performance Report – Fourth Quarter 2012/13 – Customer Satisfaction Measures</p> <p>A note would be provided to Members explaining what the customer satisfaction measures were and how they were calculated.</p>	Gareth Powell	July 2013	In progress.
43/05/13	<p>Operational and Financial Performance Report – Fourth Quarter 2012/13 – Barclays Cycle Hire Usage</p> <p>A paper would be submitted to the next meeting on Barclays Cycle Hire usage and income following the increase in charges in January 2013, including any data on the number of customer satisfaction comments that related specifically to price.</p>	David Hendry	July 2013	On agenda.

Minute No.	Description	Action By	Target Date	Status note
43/05/13	<p>Operational and Financial Performance Report – Fourth Quarter 2012/13 – Customer Satisfaction</p> <p>Future reports would separate out Barclays Cycle Hire and Congestion Charging from ‘other operating income’ within Surface Transport.</p>	David Hendry	September 2013	This will be addressed from the Q1 2013/14 Report.
44/05/13	<p>Bank Station Capacity Upgrade Project</p> <p>The paper to be submitted to the Board would address any outstanding issues raised by the Projects and Planning Panel and confirm if any stakeholders were approached for contributions to the project.</p>	Gareth Powell	July 2013	Completed.

Actions from previous meetings

Minute No.	Description	Action By	Target Date	Status note
46/10/12	<p>London Highways Alliance Contract</p> <p>The longer term goals from greater collaborative working would be discussed by the Surface Transport Panel.</p>	Leon Daniels	July 2013	Submitted to the Surface Transport Panel on 10 July.
57/11/12	<p>Deep Tube Programme – Feasibility Phase – Progress Updates</p> <p>Regular updates on the progress of the feasibility work would be provided to Members before further authority for the programme was requested.</p>	Mike Brown	-	An update on this Programme was provided in March 2013.

Minute No.	Description	Action By	Target Date	Status note
59/11/12	<p>Police Services Agreement with the British Transport Police Authority</p> <p>The Committee would receive an update, in due course, on progress on greater efficiencies and any progress on removing TfL's indemnity to the BTP Authority in respect of any claims arising out of the policing services.</p>	Mike Brown	November 2013	On Forward Plan.
08/01/13	<p>Sub-Surface Railway Upgrade Revised Programme Authority – Project Sponsors' Role</p> <p>A paper would be submitted to a future meeting of the Committee providing more information on the arrangements through which project sponsors reviewed and prioritised requests for additional work and ensured value for money, under the revised project sponsorship arrangements. The paper would include evidence of the cultural commitment within project teams to deliver within or below budget.</p>	Mike Brown	November 2013	On Forward Plan.
26/03/13	<p>Crossrail: Paddington Station Bakerloo Line Link Transport and Works Act Order – Travelator</p> <p>A paper would be submitted to the next meeting of the Committee showing the costs and benefits of providing a travelator or of ensuring that the link had sufficient capacity to allow the provision of a travelator in the future, in the light of operational experience.</p>	Terry Morgan	July 2013	A note is appended to this item.
27/03/13	<p>Safety Camera Replacement Project – Average Speed Cameras</p> <p>Further use of average speed cameras was deferred until a future Committee discussion on the broader Safety Camera strategy, enforcement policy and the use of alternate technologies in reducing speed and KSIs, such as speed warning signs. A paper would be submitted to a future meeting.</p>	Leon Daniels	October 2013	On Forward Plan.

Finance and Policy Committee**Transport
for London****Date: 18 July 2013****Item 4: Action Update (26/03/13): Crossrail Paddington Station
Bakerloo Line Link**

1 Summary

- 1.2 This paper responds to the question that was raised at the meeting of the Committee on 13 March 2013, regarding the viability of including a travelator in the new Crossrail connection to the Bakerloo Line Link (the 'Link') at Paddington Station.

2 Background

- 2.1 At its meeting on 13 March 2013, the Committee considered a paper on a Transport and Works Act Order (TWAO) application to facilitate the construction of the link between the new Crossrail station and the Bakerloo line at Paddington.
- 2.2 The Committee agreed to recommend that the Board should approve the alternative construction proposals to be included in the TWAO application. The Board gave this approval at its meeting on 27 March 2013. The TWAO application has now been made by Crossrail Limited.
- 2.3 In discussion of the paper at the meeting on 13 March 2013, the Committee questioned whether it would be feasible to include a travelator, or passive provision for later addition of a travelator, in the Link between the new Crossrail Station and the Bakerloo Line platforms.

3 Bakerloo Line Link Scheme

- 3.1 Crossrail Limited has reviewed the viability of including a travelator in the current scheme and has provided the following advice:
- (a) The Link will be approximately 160m in length between the base of the escalator connections at either end.
 - (b) The scheme is based on a tunnel size of 6.9 metres, which provides for a walkway width of 3.9 metres.
 - (c) In order to accommodate a travelator alongside the conventional passageway, an increased tunnel size of 9.4m would be required as well as space for two additional machine rooms.

- (d) An order of magnitude assessment of cost suggests that the inclusion of a travelator would require an additional £15m (excluding risk and operating costs).
- (e) Whilst it would be theoretically possible to construct the larger tunnel, it would require Crossrail Limited to undertake further assessments of the potential settlement impact on the Grade 1 listed Brunel Shed as the larger tunnel size and additional machine rooms would increase the magnitude of both the horizontal and vertical settlement within the Paddington Station area.
- (f) Based on recent construction experience at Paddington, it is likely that more protective works would need to be undertaken to mitigate the impact of settlement. Examples of the types of work that would be required include piling and ground beams being installed between the existing foundations located beneath the Brunel Shed. Supplementary works would also need to be undertaken to further protect MacMillan House as the Link passes underneath a section of this building.
- (g) Additional protective works would also be required at the Bakerloo Line Station, specifically at the Bakerloo Line Southbound Platform Tunnel and the lower concourse and cross passages.
- (h) All of these additional protective measures would cause a significant disruption to passenger movements on the Paddington concourse and may cause the scheme to be objected to by stakeholders such as Network Rail and Train Operating Companies.
- (i) Crossrail Limited currently has a schedule to deliver the Link in time for the Stage 3 Crossrail Opening in December 2018 (in accordance with the Crossrail Sponsors Requirements). This schedule would need to be revisited if a decision were made to incorporate a travelator but given the re-design that would be required and the additional scope, it may not be possible to produce a schedule for delivery of the works by December 2018.
- (j) Crossrail Limited is working with London Underground and Rail for London to agree the final finishes for the Link (i.e. how it will look to the travelling public). This forms part of a wider workstream being run by Crossrail Limited under the banner of 'Passenger Experience' which is aimed at providing Crossrail's future passengers with a high quality travelling experience from the moment that they enter into a Crossrail station.

3.2 In summary, it is not considered viable for the scheme to be revised so as to accommodate either a travelator, or passive provision for a travelator, without incurring significant additional cost and schedule risk. Such a change (which would in any event require DfT approval) is not therefore recommended.

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