

Date: 21 January 2016

Item: Northern Line Extension

This paper will be considered in public

1 Summary and background

- 1.1 On 4 November 2015, the Board delegated authority to the Committee to approve any decisions that are reserved to the Board for determination in relation to the Northern Line Extension (NLE) project in order to enable matters that may require consideration and decision at short notice to be taken at short notice.
- 1.2 At its meeting on 6 November 2013, the Board approved Project Authority of £1,044m to deliver the NLE subject to the Transport and Works Act Order (TWAO) being granted.
- 1.3 On 20 August 2014, acting under authority delegated by the Board, the Committee approved award of contract and Procurement Authority for the NLE main works design and build contract. The contract with Ferrovial Agroman Lang O' Rourke (FLO) was awarded on the 1 September 2014.
- 1.4 Since then, good progress has been made at three of the four key worksites (Kennington Park, Kennington Green, Nine Elms). However, there have been significant changes to the proposed over station development (OSD) at Battersea Power Station. These have resulted in a requirement for significant additional design work to develop a revised integrated station design which is capable of supporting the very different OSD to that originally intended and contracted.
- 1.5 In order to accommodate the consequences of the additional design work and resultant revised design, this paper asks the Committee to approve revised authorities for the NLE programme. The details are outlined in the related paper on Part 2 of the agenda.
- 1.6 A paper is included on Part 2 of the agenda, which contains exempt supplementary information. The information is exempt by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in that it contains information relating to the business affairs of TfL. Any discussion of that exempt information must take place after the press and public have been excluded from the meeting.

2 Recommendations

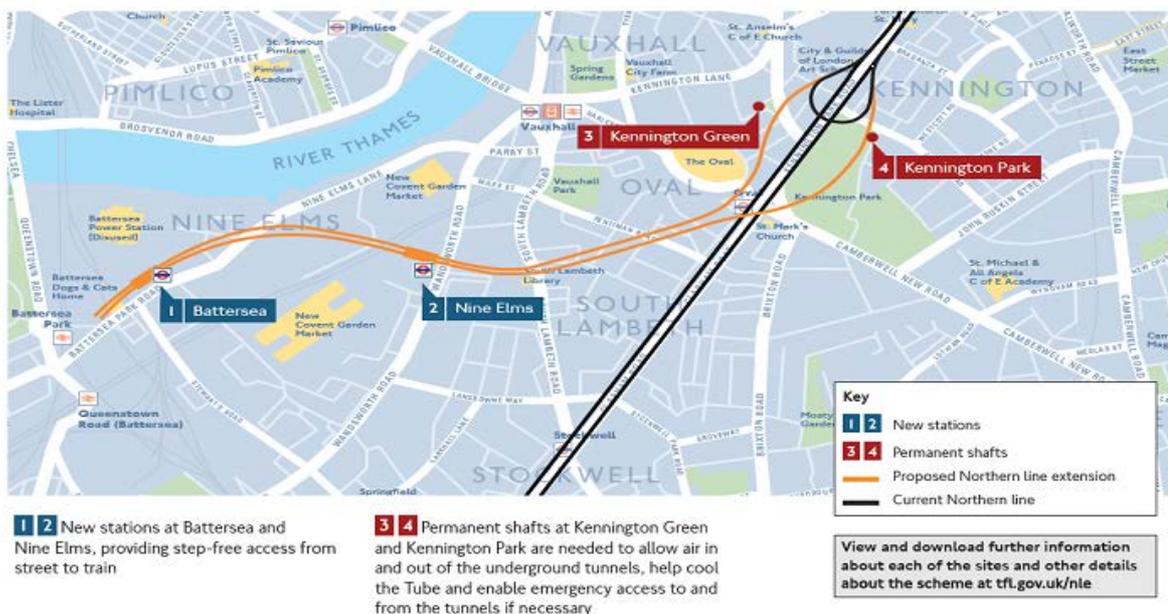
- 2.1 **Under the authority delegated by the Board on 4 November 2015, the Committee is asked to note the paper and the supplemental information in the paper on part 2 of the agenda and to grant the revised authorities for the sums set out in the paper on Part 2 of the agenda in relation to the Northern Line Extension project.**

3 Project Scope

- 3.1 The NLE provides a twin tunnelled extension from Kennington to a terminus station at Battersea, via an intermediate station at Nine Elms (see Figure 1 below).
- 3.2 There are OSDs at both Battersea and Nine Elms stations; the Battersea OSD is developed by the Battersea Power Station Development Company (BPSDC) and at Nine Elms by TfL. The Battersea construction site is thus shared with the BPSDC and its scheduled delivery is critically linked to the timely construction of the Battersea station box.
- 3.3 The draft TWAO application was submitted on 30 April 2013 and a public inquiry took place during November and December 2013 to consider the proposals. The Secretary of State for Transport's decision to grant the Order was made in November 2014.

Figure 1: NLE Route

Proposed route and key sites



Project Funding

- 3.4 The current Project Authority is £1044m. NLE project costs up to £1bn will be financed by the Greater London Authority. This borrowing is to be repaid through a combination of:
 - (a) developer contributions in the form of s106 and Community Infrastructure Levy (CIL) payments from developers in the Vauxhall Battersea Nine Elms Opportunity Area; and
 - (b) incremental business rates from a new Enterprise Zone in Battersea, which commences in April 2016, for a period of 25 years.

Battersea Design Changes

- 3.5 BPSDC has significantly changed its OSD design from the Vinoly design baselined at the time the Land and Works Agreement (LWA) between TfL and BPSDC was

executed in April 2014. Accommodating these OSD design changes has required significant change to the designs for Battersea as contracted with FLO.

4 Costs and Programme

- 4.1 The implications for the project's estimated final cost and schedule as a consequence of the changes to the OSD are outlined in the supplementary paper on Part 2 of the agenda.

List of appendices:

None

List of background papers:

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