

Date: 16 May 2018

Item: Update on Major Projects Programmes and Investment

This paper will be considered in public

1 Summary

- 1.1 This paper provides a summary of the key outputs of Major Projects delivery in the quarter, covering the months of January to March 2018. This paper provides an update to the Committee on progress as the timing of the meeting is prior to the conclusion of the production and verification process for the full Quarter 4, 2017/18 Investment Programme Report.
- 1.2 The full Quarter 4, 2017/18 Investment Programme Report, which describes the quarterly progress and performance of a range of projects that will deliver world-class transport services to London, will be presented to the Programmes and Investment Committee on 3 July 2018.

2 Recommendation

- 2.1 **The Committee is asked to note the paper.**

3 Updates

Line upgrades

- 3.1 In February, we successfully completed the biggest test so far using the new signalling system on the **Four Lines Modernisation** programme. The test saw more trains running between Hammersmith and Edgware Road than on any other weekend. To ensure the system is ready for safe and efficient passenger service later this year, additional weekend testing took place at the end of March to allow us to gather information. The fleet of 192 new S-stock trains is now being fitted with the technology needed to operate the new signalling system and train operators are undergoing training. Work is underway to deliver the first phase of the programme by the end of June which is earlier than assumed in the Business Plan.
- 3.2 At Hammersmith, the new, state-of-the-art control centre for all four lines is nearing completion and we expect it to go live in early May. This will bring all aspects of managing the lines under one roof, helping ensure a smooth, integrated service and more accurate and up-to-date information for customers.
- 3.3 In January, we extended the evening peak on the Northern line by one hour. In May 2018, we are also extending the peak service on the busiest sections of the Jubilee Line by one hour. We plan to implement a new timetable on the Jubilee

line, to extend the 30 trains per hour service in both peaks by at least an hour (between West Hampstead and North Greenwich). These improvements are already helping improve the daily journeys for hundreds of thousands of passengers. We are also continuing to invest in improving the infrastructure and train availability on the Jubilee and Northern lines. This will allow targeted improvements in service capacity to be made in the future.

Network extensions

- 3.4 At the new Battersea Power Station site on the **Northern Line Extension** project, we have completed excavation to the station base slab level and we are now constructing the internal structure of the station. At the new Nine Elms station, excavation to the base slab level is complete and work is underway to pour the station base slab and to install pre-cast station platforms. We have completed the signalling contract for the extension with Thales and detailed design has started.
- 3.5 We submitted to the Department for Transport our updated air quality assessment relating to the **Silvertown Tunnel** Development Consent Order application at the end of January 2018. The report confirms the scheme would not lead to a significant impact on air quality and would in fact result in a net reduction in exposure to air pollution for residents near the affected road network.¹
- 3.6 On the **Barking Riverside Extension**, work to relocate the ramp and two overhead line structures, and demolish the redundant Ripple Lane diesel depot building were completed during possessions over Easter 2018. We issued the invitation to tender for the main works on 13 April 2018. A separate paper on this project appears elsewhere on the agenda for this meeting.

Major Stations

- 3.7 On **Victoria Station Upgrade**, we opened a new entrance and an enlarged southern ticket hall in January as part of a project to double the size of the Tube's third busiest station, which will be completed this year. The new entrance at Wilton Road allows easier access into the south ticket hall, making it easier for Tube customers who no longer have to access the station via the busy Victoria mainline concourse. The ticket hall, which is approximately twice as large as before, gives customers a less congested and more pleasant journey through the station.
- 3.8 We recognise how vital it is to make our transport network accessible to all Londoners and we are investing record amounts in improving our stations. There have been some recent concerns about step-free access at **Tottenham Court Road** station, specifically on the westbound Central line platform which is unusually narrow. We have now introduced a special angled manual boarding ramp, which all our staff at the station have been trained to use, and we hope this will make our customers' journeys much easier.

¹ This paragraph was amended after the paper was published on 8 May 2018, to remove a reference to an item on the Silvertown Tunnel appearing elsewhere on the agenda. The item will be submitted to the meeting of the Committee on 3 July 2018.

- 3.9 At **Bank** station, we have finished pouring the concrete to cap the piling for the new basement and we have completed the tunnel works for the new Northern line platform. We have installed new transformers and switchgear, and completed large cable pulls over two consecutive weekend platform closures. The running tunnel excavation to the north of the new platform continues.
- 3.10 The new Waterloo & City line entrance within the **Bloomberg** building basement is progressing through the final sections of finishes around the lifts and public stairs. Work is under way on installing station communications and a new gateline.
- 3.11 At **Paddington** station, where we are building a link to provide step-free access between the Bakerloo line and Elizabeth line, the two new escalators have been constructed and are ready for testing and commissioning. The installation of protected panelling continues and mechanical, electrical and piping works are nearing completion.
- 3.12 In March, we announced that proposals for our **Camden Town station upgrade** have received strong backing from the local community. A consultation found that 97 per cent of respondents supported the plans to hugely increase the size of the station. The proposals would see the station treble in size, and would include the construction of a new entrance on Buck Street. Three new escalators and new lifts providing step-free access would also be installed.

List of appendices to this report:

None

List of Background Papers:

None

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