

TRANSPORT FOR LONDON

FINANCE COMMITTEE

SUBJECT: PROJECT MONITORING – PROJECT APPROVALS

DATE: 16 SEPTEMBER 2008

1 PURPOSE AND DECISION REQUIRED

- 1.1 To inform the Finance Committee of approvals given by the Commissioner in accordance with delegated authority under the TfL Standing Orders.

2 BACKGROUND

- 2.1 The Commissioner (and in his absence, the MD Finance) has the delegated authority to approve expenditure on projects up to a value of £100m that contain less than £25m of unbudgeted expenditure.

3 PROJECT APPROVALS BY THE COMMISSIONER

- 3.1 Since the last Finance Committee on 10 July 2008, there have been two approvals, namely:
- a) Thameslink 2000; and
 - b) SSL Capability Enhancement Programme Conductor Rail Upgrade.

Further details are set out in Appendix 1.

4 CONCLUSION AND NEXT STEPS

- 4.1 Planned future approvals by the Commissioner are listed in Appendix 2 and will be reported to subsequent meetings of the Finance Committee.

5 RECOMMENDATION

- 5.1 The Finance Committee is asked to NOTE the project approvals made by the Commissioner.

APPENDIX 1

Summary of the projects approved by the Commissioner.

LU-PJ38	Thameslink 2000 July 08	Total Approval = £21.3M (of £59.5m)
Outcomes and Business Case	<p>The purpose of this authority is for London Underground to support the delivery of Network Rail's Thameslink 2000 project through receiving assurance, supporting the ongoing design process and progressing enabling works insofar as they impact London Underground.</p> <p>The Thameslink project will improve public transport in and around London. London Underground's input will ensure that the Thameslink project's interface with London Underground stations is consistent with London Underground standards and strategy. At Blackfriars, London Underground will be provided with a completely rebuilt station comprising enlarged ticket hall, escalators, access and widened platforms. Farringdon station will be much improved with two new ticket halls, access and improved interchange between National Rail and London Underground platforms.</p> <p>The cost of this work is recoverable from Network Rail.</p>	
Outputs and Schedule	<p>The main items being:</p> <ul style="list-style-type: none"> • Provision of design support and compliance guidance for detailed design of Blackfriars and Farringdon redevelopment; • Implementation of enabling works; • Planning work for Moorgate Branch closure and development of a permanent solution to Pentonville Road Station entrance; • Establishment of infrastructure protection requirements for Network Rail works; • Disruption costs resulting from Network Rail works necessitating the demolition of 179 Queen Victoria Street offices at Blackfriars; and • Negotiation of legal agreements for construction and future operation and maintenance of redeveloped stations. 	
Approval	<p>A further £13.7m was approved to increase project authority to £21.3m with an extension of the project to 31 March 2009. A further anticipated cost of £38.2m is anticipated beyond March 2009. All costs will be recoverable from Network Rail.</p>	

Metronet	SSL Capability Enhancement Programme Conductor Rail Upgrade August 08	Total Approval = £57.4m (of £76.3m)
Outcomes and Business Case	<p>The purpose of this authority is to install extra low loss composite conductor rail along 63km of sub-surface track.</p> <p>The existing steel conductor rail properties are such that if 6 new S Stock trains are in the same DC power section, there will be insufficient power for them to operate. To retain the existing steel conductor rail there must be significant investment in new and existing sub stations. LUL has determined that investment in extra low loss composite conductor rail represents a lower whole life cost and risk option.</p>	
Outputs and Schedule	<p>The main item is 63km of extra low loss composite conductor rail such that for each line section (Metropolitan, Circle, District) the power sections have the extra low loss composite conductor rail in place before the delivery of the 6th new S Stock train relevant to that section. This assumption is based upon worst case modelling of the DC traction network.</p> <ul style="list-style-type: none"> • The 6th S Stock train into service on the Metropolitan line is due in June 2010; • The 6th S Stock train into service on the Circle line is due in September 2011; and • The 6th S Stock train into service on the District line is due in March 2013. 	
Approval	<p>£57.4m approved with a project authority until October 2014. Depending on the outcome of the conductor trials and procurement a possible further £18.9m may be required.</p>	

APPENDIX 2

Projects expected to seek authority from the Commissioner during 2008/09.

	Current Project Authority £m	Expected Authority Sought £m	Estimated Total Cost £m
London Underground			
Stratford Station Upgrade ODA	21	60	60
Silverlink Stations	7	27	27
Liverpool Street Step Free Access (SFA)	5	55	55
Paddington SFA	2	29	29
Tower Hill SFA	3	27	27
Vauxhall SFA & Capacity	4	43	43
SSL Baker Street SFA	23	74	74
Highbury & Islington Congestion Relief & SFA	4	tbc	61
Paddington Congestion Relief (H&C)	2	tbc	67
Archway Accessibility	10	tbc	48
London Rail			
North London Railway Infrastructure Project – <i>for Commissioner's delegated authority approved at the July 2008 Board</i>	32	tbc	240
Surface			
Countdown II	24	35	35
Greenwich Waterfront Transit Phase 1	7	42	42
A406 Bounds Green	42	44	44
Low Emission Zone – Phase 3	59	tbc	67
Tottenham Hale Gyratory	2	4	40
Corporate			
<i>None</i>			