

**Item 15: Crossrail: Paddington Station Bakerloo Line Link
Transport and Works Act Order**

This paper will be considered in public

1 Summary

- 1.1 On 7 November 2012, the Board approved an application for an Order under the Transport and Works Act 1992 (TWAO) to authorise the construction of a passenger subway between the new Crossrail Paddington station and the London Underground (LU) Bakerloo line (the Bakerloo Line Link). The Mayor subsequently granted consent to proceed with the application on 14 December 2012. The TWAO application has not yet been submitted.
- 1.2 This paper asks the Board to approve Crossrail Limited (CRL) submitting the application with an alternative construction method including the temporary possession of the Royal Mail building at 31 London Street (the RMG Building) for use as a construction worksite.
- 1.3 On 13 March 2013, the Finance and Policy Committee considered the request for a revised Paddington station TWAO and supported the recommendations to the Board.

2 Recommendations

2.1 The Board is asked to:

- (a) note the paper; and
- (b) **approve the alternative construction proposals to be included in the application for an Order under the Transport and Works Act 1992 that provides all the necessary land rights and planning permissions required to implement works in connection with the Bakerloo Line Link.**

3 Background

- 3.1 The paper submitted in November 2012 for approval by the Board described the proposed new alignment for the Bakerloo Line Link and a temporary construction shaft to be located in the highway at the junction of London Street and Winsland Mews.
- 3.2 A consultation exercise was carried out from September to December 2012 as part of the preparation for an application for the TWAO which included the London Street/Winsland Mews Shaft option. The consultation raised significant

concerns from both the Royal Mail Group (RMG) and the owners of the Mercure Hotel (which also fronts onto London Street) who indicated that they would formally object to the proposals.

- 3.3 RMG suggested that, as the development of its building would be severely impeded by the construction programme, CRL should investigate using the RMG Building as a temporary worksite with construction of the link from within the building. A feasibility study was subsequently undertaken by CRL.
- 3.4 The preferred option arising from the feasibility study was for two shafts to be sunk within the RMG Building footprint, one for the escalator works and the other to commence the drive for the Bakerloo Line Link which provides significant programme benefits. The results of the review were shared with RMG who confirmed that it would be its preferred option. RMG has also indicated that it is prepared to consider proposals from CRL to enter into a lease for the temporary use of the RMG Building.

4 Revised Design

- 4.1 The revised construction method would have the following benefits:
 - (a) reduce environmental impact of construction as the works are contained within an existing building;
 - (b) remove the need for advance utility diversions;
 - (c) minimise traffic management requirements;
 - (d) reduce risk of objections to the application, particularly from RMG;
 - (e) provide construction programme benefits; and
 - (f) remain compatible with potential LU plans for expansion of the Bakerloo Line Ticket Hall.

5 Construction Site

- 5.1 Construction of the Bakerloo Line Link from within the RMG building would involve temporary possession of the building for three and a half years. The building would be returned to its current condition, or to the satisfaction of the owners.
- 5.2 All construction work would be carried out from within the shell of the building, including sinking of shafts and adits, storage of materials and welfare facilities.
- 5.3 Excavated material would be removed from the site by road.
- 5.4 An enclosed highway worksite to the front of the building on London Street, to accommodate a single lorry, is being considered.

6 Transport and Works Act Order

- 6.1 It is proposed that the application for a TWAO to authorise the construction of the Bakerloo Line Link, as previously approved by the Board, is amended to include the temporary possession of 31 London Street (the RMG Building).
- 6.2 The documents to support the TWAO application, including the Environmental Impact Assessment (EIA), will be revised accordingly.

7 Cost, Procurement and Funding

- 7.1 The provision of the alternative construction method is being formally approved within the CRL Change Control process.
- 7.2 The costs of developing the preferred design and funding the TWAO process, including the provision of an EIA, external legal costs and a possible public enquiry, will be funded from within CRL's existing budget.
- 7.3 The costs of acquiring the land subject of the TWAO and those associated with the construction of the Bakerloo Line Link will be funded from within CRL's existing budget. These construction costs are included within CRL's current cost forecasts.
- 7.4 If any land or rights are acquired compulsorily, compensation will be paid in accordance with the Compensation Code, proportionate to any losses that may be incurred.
- 7.5 The cost of using the RMG building on a temporary basis is commercially sensitive, as terms of a lease for the building are currently being negotiated with RMG.

8 Risks

- 8.1 As noted above, the compensation payable for the exercise of TWAO compulsory purchase powers would be assessed in accordance with the Code. If CRL and any party with a legal interest in the land cannot reach agreement regarding the compensation payable, either party can refer the matter to the Lands Tribunal for resolution.

9 Overall Programme

9.1 The forecast key milestones for the TWAO and Construction programme are:

Obtain a TfL Finance and Policy Committee recommendation in support of submission to the TfL Board	13 March 2013
Obtain TfL Board approval for CRL to proceed with alternative construction method	27 March 2013
Obtain further approval from the Mayor	By 10 April 2013
Submit the TWAO application	10 April 2013
Issue Notice of Intention to hold a Public Inquiry (if required)	26 March 2013
Public Inquiry commences (if required)	17 July 2013
TWAO comes into force	19 February 2014
Commence works	March 2014
RMG re-instatement and handback	June 2017
Completion of works	June 2018

10 Views of the Finance and Policy Committee

- 10.1 On 13 March 2013, the Finance and Policy Committee considered the request for a revised Paddington station TWAO and supported the recommendations to the Board.
- 10.2 The Committee noted the length of the link, which represented a considerable walk, and enquired whether the provision of a travelator had been considered for the underground link. A paper would be submitted to the next meeting for 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.

List of appendices:

Appendix 1: Plan showing the new construction site

List of Background Papers:

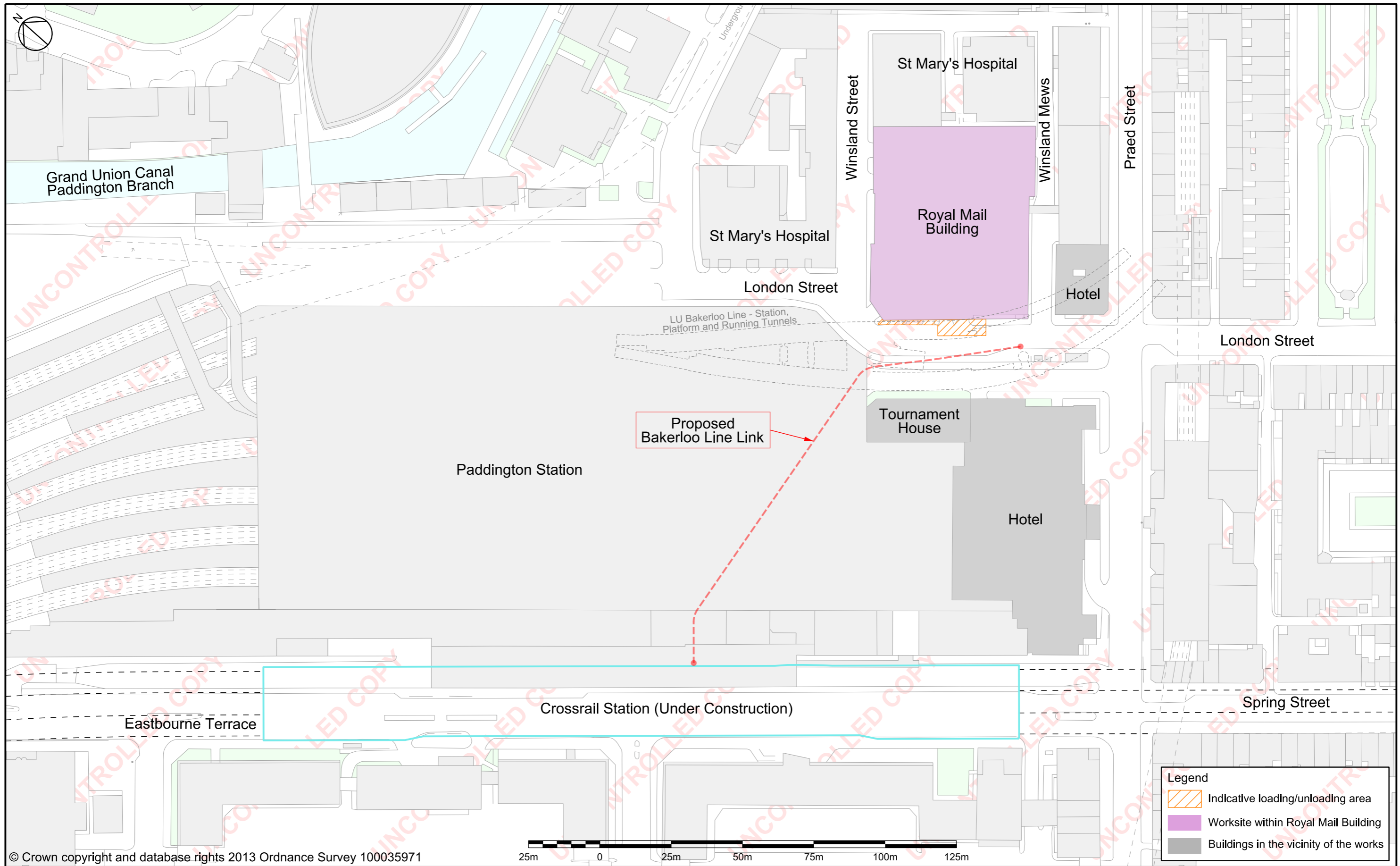
Shaft Options Report - Royal Mail Group (RMG) Building
(Document Number: C130-SWN-C-RGN-B071-50007).

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