

## Baseline comparison of EFC and benefits since July 2018

Table 1: EFC movements since July 2018

RSE Projects (£m)	July 2018 EFC	Current EFC	Variance	Cost to Date	Cost to Go	Variance/Change explanation
Northern Line Speed Improvement Works (WTT58)	18.00	18.81	0.81	18.21	0.49	Programme slippage and re-mobilisation due to the pandemic have resulted in EFC increase
Northern Line Wheel Lathe	10.98	5.95	-5.03	5.95	-	Value engineering. Mobile lathe solution and optimised scope has resulted in cost savings.
Kennington Speed Uplift	1.60	2.76	1.16	2.75	-	Scope increased to address track condition, geometry and reduce noise levels to enable NLE services.
East Finchley Reversing Facility	20.00	-	-20.00	-	-	Project descope following further assessment. Not essential for peak service enhancements.
NL Power Upgrade Package 1	15.00	12.00	-3.00	10.71	1.41	EFC has reduced with improved scope and cost certainty
NL Power Upgrade Package 2	46.20	15.63	-30.57	0.05	15.58	Value engineering. Scope optimisation and prioritisation has resulted in significant cost reduction whilst securing required network resilience
Neasden Depot Injection Rates	2.64	2.14	-0.5	1.11	1.04	Minor reduction in EFC due to scope certainty.
Brake System Improvements	1.60	2.09	0.49	1.31	0.76	Programme slippage and resource constraints due to pandemic
RS Legacy Modifications	2.73	5.92	3.19	4.70	1.22	Programme slippage and resource constraints due to pandemic
Jubilee Line Optimisation (JLO)	19.20	3.26	-15.94	3.26	-	JLO programme paused. £3.26m sunk cost in delivery of new wheel lathe at Stratford market depot.
WCC Programme Management	3.98	5.39	1.41	3.29	2.11	Prolongation due to slippage and re mobilisation as a result of pandemic
Historic WCC Project Costs	89.70	89.70	-	89.70	-	Historic costs
Jubilee line Signalling software updates	-	4.0	4.0	-	4.0	Newly identified work to ensure consistency of operational functionality and software status between SSR, Jubilee and Northern lines.

<b>Total EFC</b>	<b>231.63</b>	<b>167.65</b>	<b>-63.98</b>	<b>141.04</b>	<b>26.61</b>	Net EFC reduction of £64m achieved since 2018
------------------	---------------	---------------	---------------	---------------	--------------	---

**Table 2: Business case changes since July 2018**

The table below highlights the movements in RSE project-specific Business Cases against the baseline position of July 2018. The Current Position in 2021 has been assessed using latest TfL demand scenarios for post-pandemic recovery assuming the lowest growth projections.

<b>RSE Projects</b>	<b>Baseline Position (2018): BCR; Rationale</b>	<b>Current Position/Outcome (2021)</b>
Northern Line Speed Improvement Works (WTT58)	Financially Positive; Payback 10 years	Financially Positive; Payback 11 years
Northern Line Wheel Lathe	BCR 3.3:1	BCR 5.7:1
Kennington Speed Uplift	NLE dependency	NLE dependency
East Finchley Reversing	NLU service uplift	N/A - Project descoped
NL Power Upgrade Package 1	BCR 9.6 :1	BCR 28 :1
NL Power Upgrade Package 2	Financially Positive	BCR 4.1:1
Neasden Depot Injection Rates	4LM dependency	4LM dependency
Brake System Improvements	Financially Positive; Payback 6 years	Financially Positive; Payback 9 years
RS Legacy Modifications	No quantified case. Address JNUP residual scope items.	N/A
Jubilee Line Optimisation (JLO)	Overall scheme Financially Positive; Payback 11 years	Business case no longer revenue positive due to sensitivity to peak demand and reduced crowding /congestion relief impact.