

Date: 1 March 2023

Title: London Underground Enhancements Programme

This paper will be considered in public

1 Summary

Table 1: Summary of LU Enhancements programme authorities				
Figures in £m outturn values for 2017/18 to 2026/27				
Latest estimated final cost (EFC)**	Previous estimated final cost (EFC)**	Authorities	Financial Authority	Programme and Project Authority
Gross cost*				
577.8	658.0	Existing	575.0	652.0
		Requested	-	(67.4)
		Total	575.0	584.6
		<i>Future Submissions</i>	2.8	(6.8)
Gross income				
310.2	312.2	Existing	307.3	275.1
		Requested	-	(50.1)
		Total	307.3	225.0
		<i>Future Submissions</i>	2.9	85.2
Net cost				
267.6	345.8	Total	267.7	359.6
		<i>Future Submissions</i>	(0.1)	(92.0)

Table 1 – Summary

* The Estimated Final Cost includes spend outside the current business plan.

Gross value is total TfL expenditure, including expenditure recovered from external parties and income from third-parties

Authority Approval: The Committee is asked to note the paper and approve a reduction in Programme and Project Authority to £584.6m in total to reflect proposed adjustments, income and transfer as described in the paper.

Outputs: The purpose of the Programme is to deliver enhancements to safety, accessibility, reliability, capacity, sustainability, and customer experience whilst reducing maintenance costs and extending the operating life of assets

- 1.1 This paper provides an update to the Committee on the achievements and progress of the London Underground (LU) Enhancements Programme. The Committee is requested to approve a reduction in Programme and Project Authority to £584.6m in total to reflect proposed adjustments, income and transfers as described in the paper.
- 1.2 The update includes information on programme items delivered by the Enhancements team within LU Asset Performance and Capital Delivery. A list of all active schemes is included in Appendix 1.

2 Recommendation

- 2.1 The Committee is asked to note the paper and approve a reduction in Programme and Project Authority to £584.6m to reflect the adjustments, income and transfer as described in the paper.**

3 Background

- 3.1 LU Enhancements is a portfolio of projects focused on improving LU assets for customers, primarily through improved accessibility and congestion relief schemes.
- 3.2 Funding for LU Enhancements has historically come from TfL capital investment in full, or part-TfL funding to leverage opportunities for third-party spend as part of developments. This has often been in the form of capacity enhancements and step-free access (SFA) as a strategic enabler for wider sustainable growth in housing and jobs. In addition, the programme includes LU funded projects to assist operations including, for example, the replacement of an Acton Works “shed” to support the depot and renewals delivery.
- 3.3 The portfolio supports mode shift away from the private car by creating a good public transport experience in stations and allows new customers to access the network by increasing the level of SFA provision throughout the network. This makes a significant contribution to Good Growth in the Mayor’s Transport Strategy. LU Enhancements align with the TfL Outcomes for ‘Safety and Reliability’, ‘Customer’, ‘People’ and ‘Affordability’.
- 3.4 The programme was created to deliver a mix of SFA and other station enhancements, including:
 - (a) the SFA plan, as set out in the May 2021 Committee programme update paper, was to deliver 15 stations of which we have successfully completed 12. The remaining three projects have been paused while the programme is re-prioritised following consideration of public consultation;
 - (b) station developments, such as the opening of two new station entrances and securing an additional £4.2m of third-party developer funding; and
 - (c) between 2016 and 2022 the programme has successfully leveraged over £100m of external investment to deliver required works, as well as funding from the Crossrail programme, thereby significantly reducing costs to TfL to deliver the required enhancements.
- 3.5 Gross programme costs to the end of FY2022/23 is £537.6m. Gross programme costs to go is £40.2m, with a total EFC of £577.8m. Project specific detail of costs to date and costs to go are provided in Appendix 1.
- 3.6 There are a number of adjustments proposed to the Programme and Project Authority since the last update to the Committee in May 2021, which reflect

efficiencies, scope changes and a transfer of authority. These are set out in Table 2 below with further detail within the paper.

Description	Adjustment	Total (£m)
Prior Programme and Project Authority approved in May 2021		652.0
Authority release from expired projects (Appendix 2)	(80.3)	
Scope and efficiency authority release (paragraph 3.8 below)	(5.4)	
Authority reallocated to Tower Hill, Hounslow, Acton Warehouse (paragraph 3.8 below)	5.4	
Authority for third party expenditure on Knightsbridge, Kings Cross, Waterloo, Hounslow (paragraph 7.4 below)	4.2	
Authority transferred in for East Ham Wall (paragraph 3.7 below)	4.3	
Total Adjustments		(67.4)
Revised reduced Programme and Project Authority		584.6

Table 2 - Adjustments of unused Project and Programme Authority

- 3.7 There are a number of adjustments proposed to the income to be received from third parties since the last update to the Committee in May 2021, reflecting additional third party funded works at King's Cross (see paragraph 4.1c below) and the release of income specifically relating to Crossrail enabling works at Whitechapel. These are set out in Table 3 below.

Description	Adjustment	Total (£m)
Prior income anticipated and approved as part of Programme and Project Authority in May 2021		275.1
Income release from expired Crossrail enabling works at Whitechapel	(53.3)	
Income expected from third parties for King's Cross	3.2	
Total Adjustments		(50.1)
Revised reduced income expected		225.0

Table 3 - Adjustments of income expected as part of the Programme and Project Authority

Programme scope

- 3.8 The programme and the improvements delivered to LU stations are focused on helping customers who would otherwise not be able to access the tube network to make independent and spontaneous journeys around the Capital. This mitigates the inequality of availability of public transport in London, enabling a mode shift out of cars and providing a viable alternative to those who are not able to make the shift to active cycle and walking options.

- 3.9 An internal transfer of scope of the East Ham wall works into the programme is proposed because LU Enhancements have the appropriate skills and resources to complete this scope. This transfer will bring pre-existing budget and Programme and Project Authority into the LU Enhancements programme with an equal reduction in the LU Infrastructure Renewals programme.
- 3.10 Cost reductions through efficiency and scope adjustment across individual budgeted schemes now completed has meant that some projects' final costs are lower than their original estimated cost and the current Programme and Project Authority. This has allowed the programme to reallocate £5.4m of Programme and Project Authority from such schemes to progress other emerging and priority schemes. Notably this includes progressing Acton Warehouse (AC02) Demolition and Hounslow West station improvement.
- 3.11 The adjustments and transfer of scope result in a reduced gross total of Programme and Project Authority of £584.6m including that already used in prior years.
- 3.12 There are current budget authorities for this programme to the end of the new Business Plan as approved by the Board on 7 December 2022.

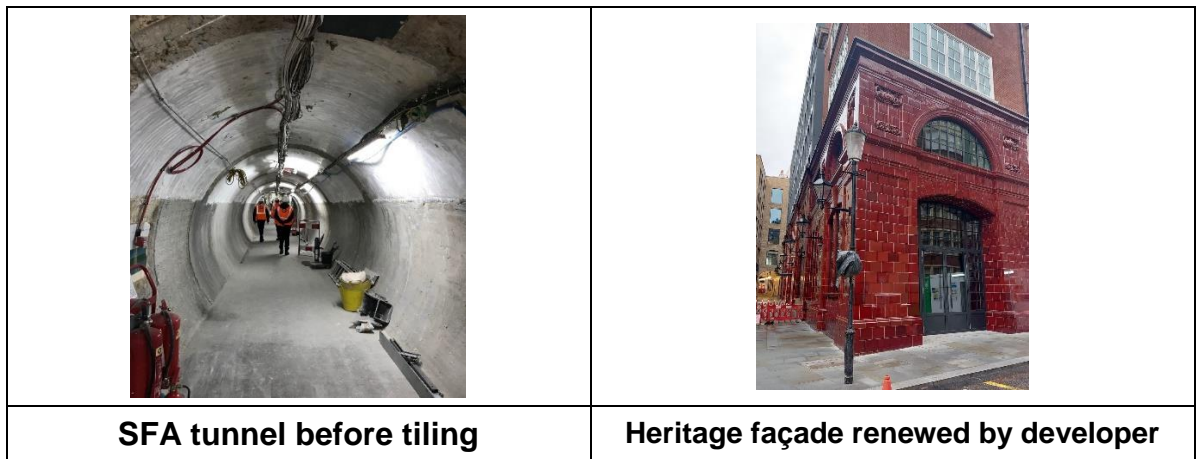
4 Delivery progress since last submission

Station Enhancements

- 4.1 Progress on key schemes within the programme is set out below:
 - (a) **Knightsbridge Capacity Enhancement and SFA:** Project is in construction and on programme to complete in 2023. A new entrance (developer funded) has opened to customer use on Brompton Road. This replaced the closed exit at the junction with Sloane Street and delivers a safer wider footway outside the entrance. Fit out on the additional step-free ticket hall has begun and the entrance is planned to open in 2023. The works will deliver significant customer benefits in an area of the network poorly served by SFA. The current authorities will see the project to completion.

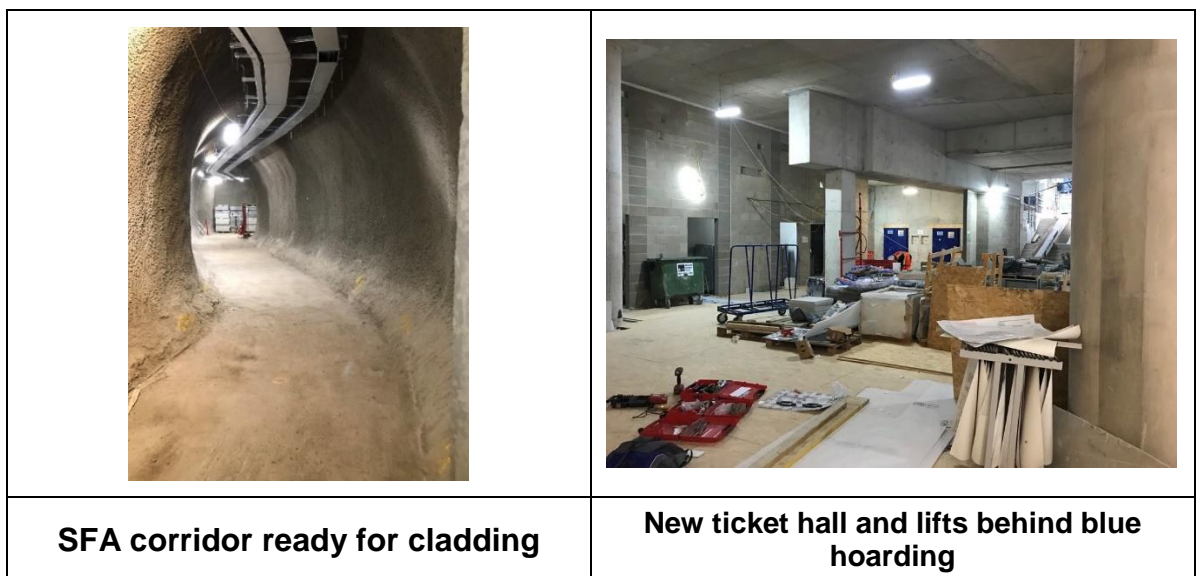
Figure 1 - Knightsbridge Capacity Enhancement and SFA





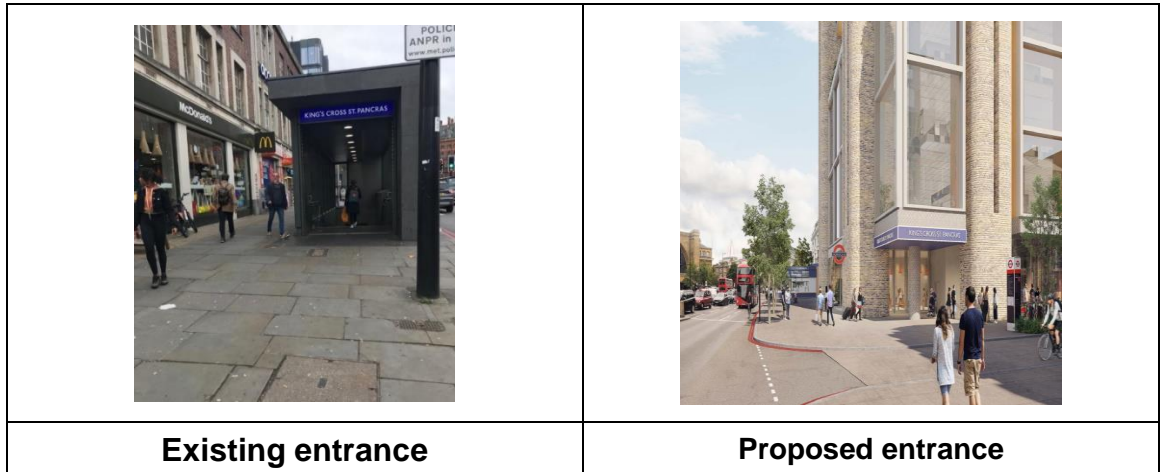
- (b) **Paddington Station Capacity Upgrade:** Construction stage of third-party majority funded and developer-built SFA to the Bakerloo line including a redeveloped ticket hall. This scheme is progressing towards ticket hall fitout and is programmed to open to customers in 2023. The current authorities will see completion of the works.

Figure 2 - Paddington Station Capacity Upgrade



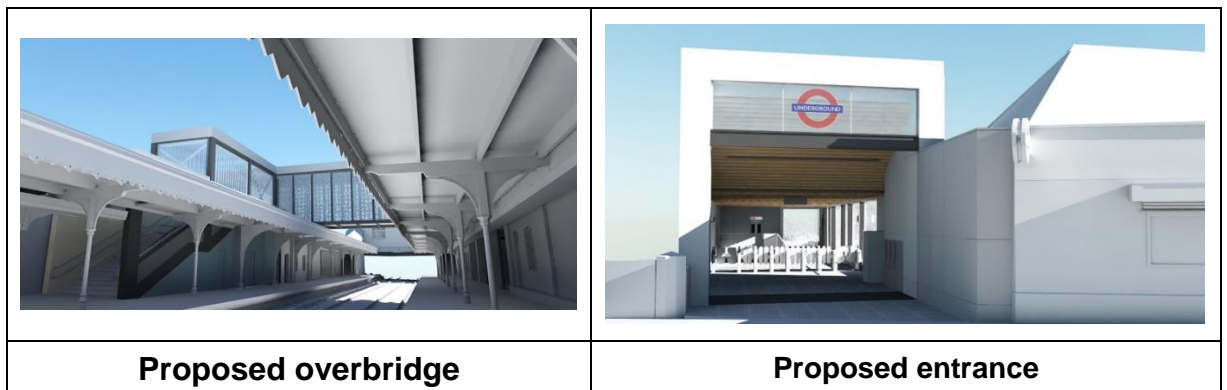
- (c) **King's Cross Belgrove House:** Concept design received for a developer-delivered and funded new entrance and SFA on the south side of Euston Road. This entrance will reduce the journey time for step-free customers approaching from the south of King's Cross by up to nine minutes by removing the need for multiple road crossings. We have successfully negotiated and entered into the development agreement governing the delivery, which will be at no cost to TfL. The current authorities will enable the project to progress to completion.

Figure 3 - King's Cross Belgrove House



- (d) **Waterloo Elizabeth House:** Negotiation of a third-party funded and delivered lift shaft enabling us to later deliver SFA to the Northern line. As part of a wider redevelopment at Waterloo that will see Elizabeth House demolished, we are progressing legal agreements to ensure SFA to the Northern line platforms is achieved. The development would construct lift shaft structures and connections to the platforms during the progression of the Elizabeth House works. This will allow the future fit-out of the shaft by TfL after the development, subject to affordability and availability of funding.
- (e) **Leyton:** Concept design is completed for a new ticket hall and lift. Work on Leyton was initially paused at the end of financial year 2021/22 due to a lack of funding, but in 2022 additional funding was secured from the Greater London Authority (GLA) to complete the development of a more efficient concept design and produce an updated cost and programme. In January 2023 we secured £13.7m of funding from HM Government Levelling Up Fund. This will allow us to deliver the scheme which will provide SFA and wider station improvements to support sustainable growth in the local area. The project will complete the necessary assurance processes and return to the Committee for full Programme and Project Authority as we develop the detailed funding agreement.

Figure 4 - Leyton - concept design for a new ticket hall and lift.



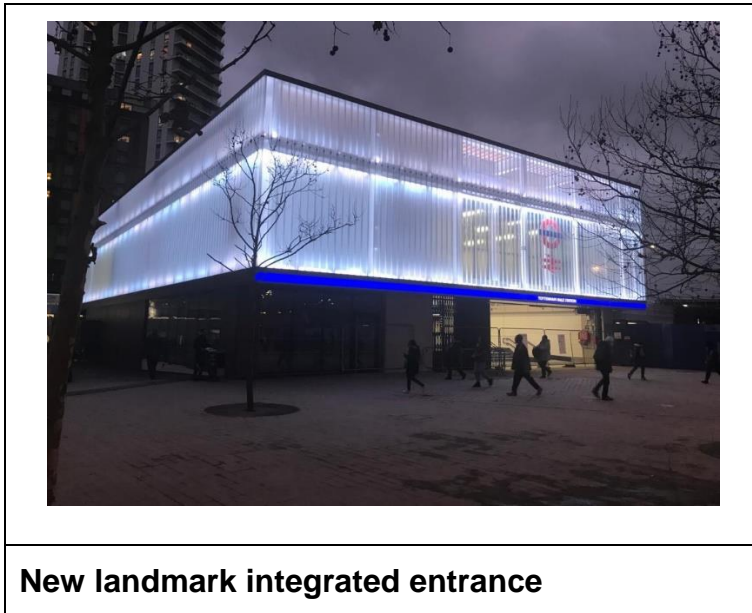
- (f) **Ladbroke Grove:** Project in feasibility stage to deliver SFA and capacity enhancement. A contribution of £0.14m from the Royal Borough of Kensington and Chelsea was secured for initial feasibility of SFA options and this work has now been completed. Following the unsuccessful bid by Royal Borough of Kensington and Chelsea for HM Government Levelling Up Funds, any progress will be subject to further availability of funding.
- (g) **Stratford Southwestern new entrance:** Detailed design of this GLA/London Legacy Development Corporation (LLDC)/London Borough of Newham funded entrance is progressing well. The current authorities will see completion of the scheme, which will transform journey times and access to Stratford station from the southwest, taking up to nine minutes off the journey time to enter Stratford station, supporting the large-scale regeneration of the area led by the LLDC.

Figure 5 - Stratford Southwestern new entrance



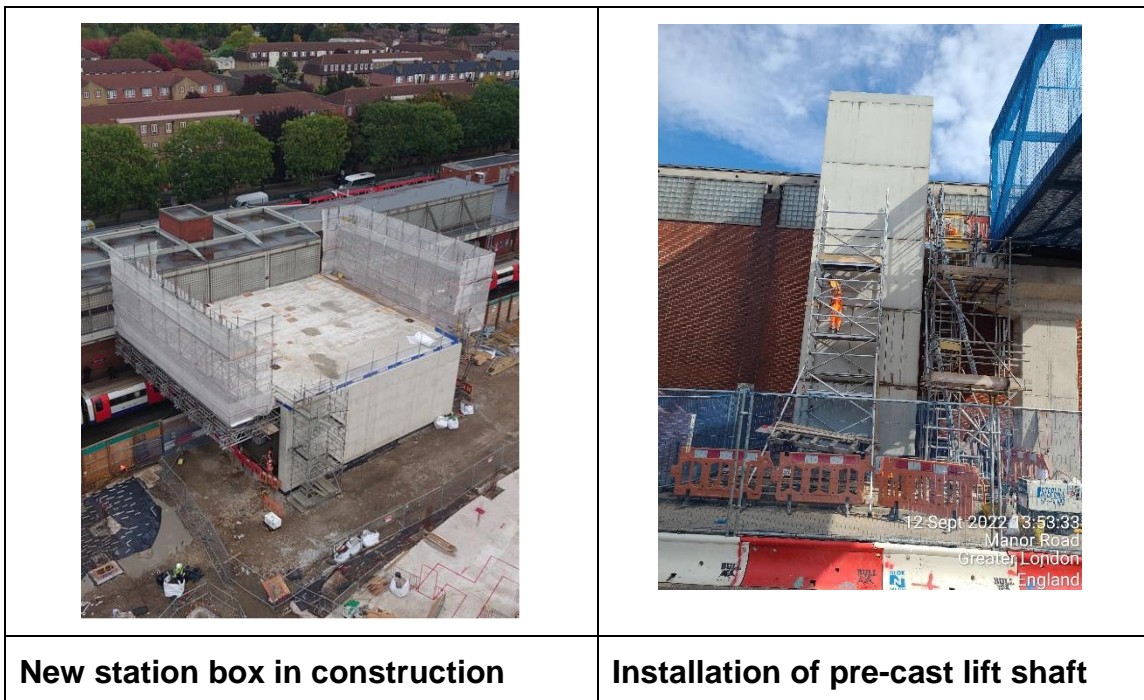
- (h) **Tottenham Hale capacity enhancement:** Construction completed, project in closing. The new TfL and GLA funded integrated ticket hall opened fully to customers in December 2021. This included TfL works on the LU station, the bus station and the streetscape to vastly improve safety and security in the area, especially at night. It has reduced interchange times by an average of five minutes and supports the widescale regeneration underway in the surrounding area.

Figure 6 - Tottenham Hale capacity enhancement



- (i) **West Ham second entrance, Stephenson Street:** Third-party funded construction has started on a new ticket hall as part of a major development adjacent to the Jubilee Line. This is delivered by a developer as part of adjoining works.

Figure 7 - West Ham second entrance, Stephenson Street



- (j) **Colindale Capacity enhancement and SFA:** Detailed design and early contractor involvement phase has been completed for this capacity enhancement and SFA scheme. Completing this work would provide much needed accessibility and decongestion of the existing ticket hall while also unlocking growth and regeneration potential around the station. The project is ready for delivery, with a cost plan and schedule ahead of a future contractual commitment to progress. Thirty per cent third-party funding has been secured

and in January 2023 we secured £29.5m of funding from HM Government Levelling Up Fund. This will allow us to progress the scheme to provide SFA to the Northern Line and wider station improvements to support sustainable growth in the local area. The project will return to the Committee for full Programme and Project Authority as we develop the detailed funding agreement.

- (k) **Whitechapel temporary ticket hall demolition:** The temporary ticket hall that was in place to support the Crossrail project was removed to be returned to public realm in Tower Hamlets. Demolition was successfully completed in June 2022, with ancillary works forecast to complete in March 2023 as planning approval was secured in December 2022.
- (l) **Acton AC02 Shed warehouse demolition:** Following the successful completion of the essential clearance works, progress continues onsite to achieve the full demolition and sterilisation of the site to address critical safety issues and facilitate potential future redevelopment of the depot. This will allow future reuse of a valuable site on the LU depot.

Step-Free Access

- 4.2 Since the last submission to the Committee in May 2021, the Programme has made significant contribution to progress towards achievement of Mayor's Transport Strategy goals for Step Free Journey Time. A further five stations have become step-free (Harrow on the Hill, Sudbury Hill, Osterley, Wimbledon Park and Ickenham). The most recent station to become step-free at Harrow-on-the-Hill was opened by the Mayor on 8 March 2022. Harrow-on-the-Hill was the twelfth and final station to be delivered under tranche one and two of the TfL funded SFA programme. A further three stations have been made fully step-free by completion of the Elizabeth Line (Moorgate, Whitechapel and Ealing Broadway) and mean we met the milestone of one third of Tube stations being step-free. Paddington (Bakerloo) will be made step-free in conjunction with the development above.

Figure 8 – Delivery of Step-Free Access in 2021/22

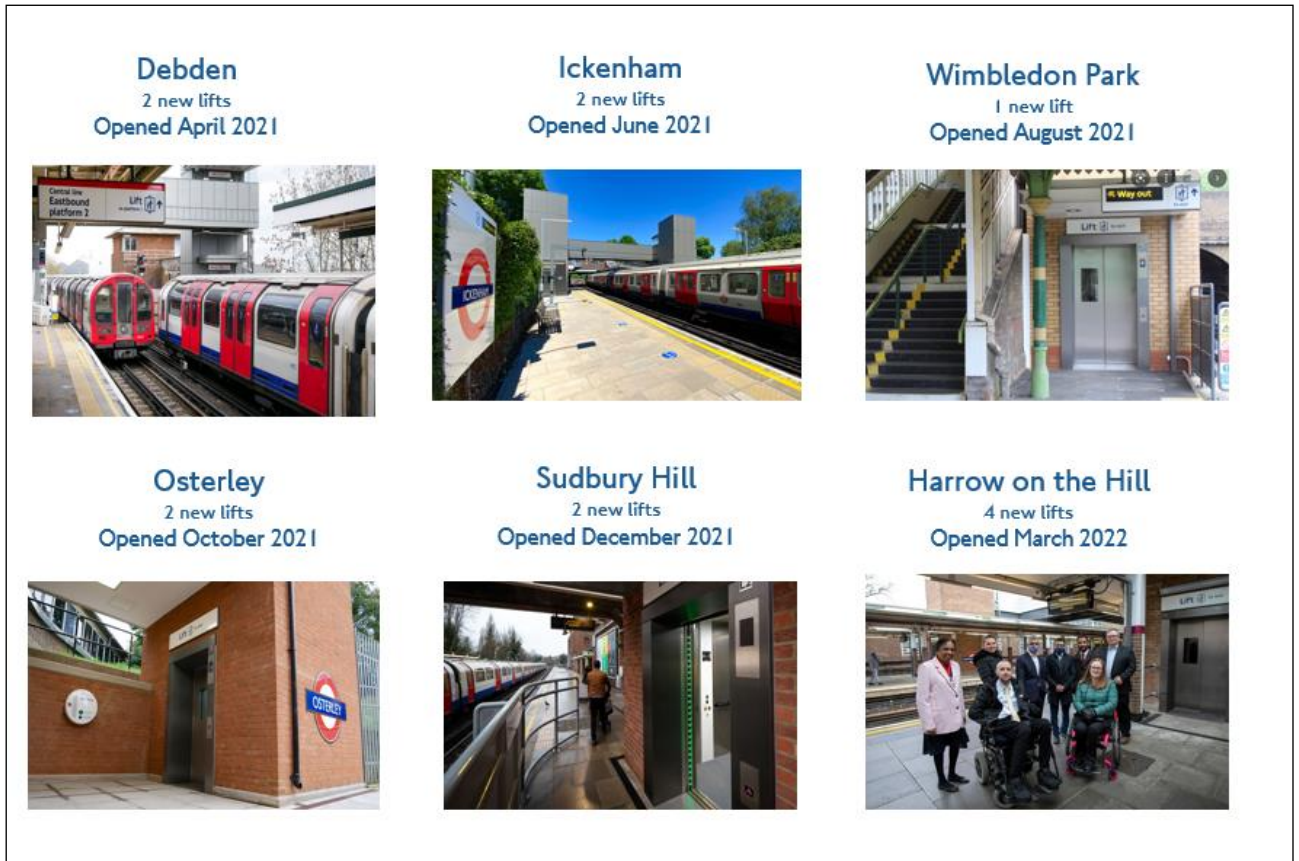
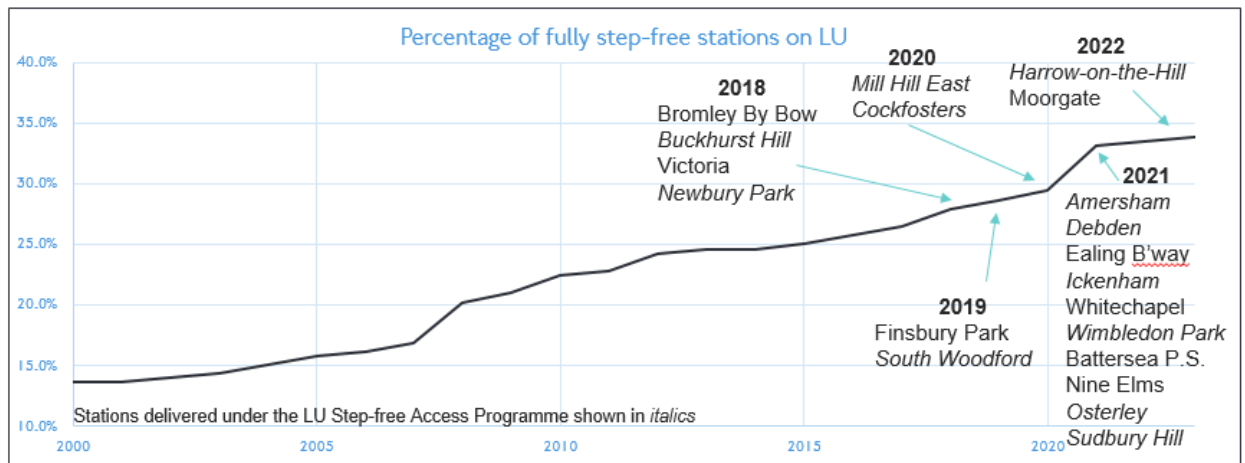


Figure 9 – SFA progress



5 Performance against milestones in 2022/23

- 5.1 Table 4 below reports progress against the Scorecard Milestones in 2022/23 showing that all target dates have been met for the programme.
- 5.2 In addition, the delivery team have also contributed to meeting a Scorecard Milestone target associated with improvements at Borough station. The works included the refurbishment of the exiting lifts undertaken by the Systems & Infrastructure Programme, and the station enhancements works undertaken through the LU Enhancements Programme. These works were delivered more efficiently and with no customer disruption by working during the existing Northern Line closure that supported the Bank station development.

Scorecard Milestone	Target Date	Progress Update
Whitechapel ticket hall dismantling completed	28/07/2022	Achieved early on 17/06/2022
Knightsbridge opening of Brompton Road entrance	25/09/2022	Achieved early on 30/08/2022

Table 4 - 2022/23 Progress against Scorecard Milestones (LU Enhancements)

6 Equalities Implications

- 6.1 TfL has an obligation under the Equality Act 2010 to:
- (a) eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Equality Act 2010;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.2 The LU Enhancements programme is delivered in accordance with the Equality Act 2010. Each project undertakes Equality Impact Assessments on the impact of the proposals on each of the groups with protected characteristics. Schemes may have a temporary impact during delivery, but in the long term all enhancements and SFA schemes have a very positive impact on addressing equality issues across the network.

7 Financial Implications

- 7.1 The Authorities referred to in this paper are based on the TfL Business Plan approved by the Board on 7 December 2022. This plan allows for completion of current stages of work at Paddington and Knightsbridge, and demolition of the Acton Warehouse (AC02). A TfL funded scheme to replace and enhance the trackside wall at East Ham is included in this submission, with a proposed transfer of scope from the LU Infrastructure Renewals (Built Environment & Civils) programme. This transfer will bring pre-existing budget and Programme and Project Authority into the LU Enhancements Programme with an equal reduction in the Infrastructure Renewals Programme.
- 7.2 In 2022/23 an efficiency of £1.4m against budget has been reported with savings at Knightsbridge, Moorgate and Canning Town. A further saving of £0.6m has been identified at Stratford to ensure it remains within the third-party funding available.
- 7.3 The adjusted Programme and Project Authority includes work on four projects that are funded from third-party investment (£4.2m income).
- 7.4 These projects are
- (a) Knightsbridge: income from the developer (Chelsfield), to complete the construction of the dedicated step-free entrance in summer 2023;
 - (b) King's Cross: income from the developer (Precis development) to facilitate building a new step-free entrance to the LU station;

- (c) Waterloo Elizabeth House: income from the developer (HB Reavis) to allow for completion of legal negotiations to secure construction of a lift shaft as part of the developer's build; and
- (d) Hounslow West: income from the local authority to carry out design for improvements to step-free access.

7.5 We continue to seek third-party income particularly through the planning process and contributions through the Community Infrastructure Levy.

TfL funding opportunities

7.6 The TfL Business Plan includes funding to allow TfL to progress station accessibility and enhancement schemes. However, without sufficient third-party funding we do not expect to be able to meet the current target of reduced journey time for customers with step-free needs.

7.7 A prioritisation exercise will take place before the end of the current financial year, to determine which schemes best meet our customer needs and offer value for money. Authority will be sought from the Committee to support this new strategy and further progress the priority projects to concept design in due course. Table 5 below shows the Business Plan position.

Business plan item	2023/24 (£m)	2024/25 (£m)	2025/26 (£m)	2026/27 (£m)
TfL Accessibility and Housing	0.9	6	15	15
LU Accessibility Programme	2	3	6	7
Accessibility Development (Opex)		2	5	5

Table 5 - Business Plan extract

8 Challenges, Opportunities and Lessons Learned

Opportunities

- 8.1 The extent of future step-free schemes will be dependent upon the level of third-party funding and support that can be secured. We will use the TfL funding to develop a strong pipeline of schemes that align with Mayoral objectives. Schemes will be assessed on benefit, delivery complexity and third-party funding support.
- 8.2 Where third-party developments create additional passenger demand, mitigation can be sought through the planning process with mandating of direct funding contributions or work delivered directly by third party developers.
- 8.3 With TTL Properties Limited we are developing a package of works to manage changes to both Southwark and Hounslow West stations arising from development proposed above and around the stations. A linked opportunity for improved SFA has been identified at Hounslow West using Community Infrastructure Levy funding from the London Borough of Hounslow. An initial £1m is allocated for design work by the borough and a grant funding agreement is in an advanced state of negotiation. The authority request in this paper includes approving receipt of this income.

Challenges

- 8.4 There is a risk that we are not able to meet the accessible journey time targets. In order to address this, we will be assessing the direct benefits of all future schemes and trying to leverage increased levels of third-party funding.
- 8.5 With the confirmed Business Plan funding for accessibility, we will be re-evaluating the programme and confirming the schemes which offer best value for money. However, given the previous funding constraints, it will take some time for the programme to reach previous levels of delivery and establish an effective rolling programme of works into the future.

Lessons Learned

- 8.6 A detailed learning review of legacy Enhancements projects has been undertaken, both on project specific aspects but also on broader delivery principles. The outcomes from the review demonstrated that a traditional transactional approach based on a lump-sum design-build model was not appropriate with significant volatility experienced (cost, schedule and quality). This was the catalyst for change and the adoption of the new forward looking and innovative LU Capital delivery model. This new model was implemented in Q1 2021/22 (coinciding with the last review to this Committee) and has been applied on all projects initiated and progressed since the last review.
- 8.7 The new delivery model harnesses Early Contractor Involvement to review and refine scope, validate construction methodologies, optimise access & logistics, develop a realistic schedule, identify, and better understand risk and opportunities (including mitigation/optimisation) and development a robust cost estimate to deliver this project and ultimately increase overall delivery confidence. At the same time this delivery model should reduce the risk of late-stage re-design and make use of construction knowledge in the supply chain at a much earlier stage in the project lifecycle.

9 Commercial

- 9.1 The approach builds on the new delivery model for LU Capital Delivery (Enhancements) utilising existing competitively procured pan-TfL frameworks whilst also leveraging a mature and incentive driven commercial model whereby our supply chain partners are motivated and rewarded based on genuine strong delivery performance. The output from this approach is increased delivery confidence (improved cost and schedule certainty) earlier in the project lifecycle and prior to making further investment decisions and contractual commitments.

10 Assurance

- 10.1 A TfL Assurance and Independent Investment Programme Advisory Group Integrated Assurance Review took place in November 2022.
- 10.2 The review found no critical issues. The next assurance review of the portfolio is planned to take place in advance of the next submission to the Committee currently forecast for December 2023.
- 10.3 We already have plans in place for a programme wide review of delivery, benefits and value that has been shared with assurance and included in their recommendations.

List of appendices to this report:

Appendix 1: List of active schemes within LU Enhancements including other schemes being worked on by the same delivery team where Programme and Project Authority is obtained outside of this programme

Appendix 2: List of UIPs closed in this submission with fiscal value of Programme and Project Authority at close

List of Background Papers:

TfL Project Assurance Reports

Management response to TfL Project Assurance Report

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Appendix

1 List of Active Schemes

Scheme	Benefits	Stage	Cost to end FY23 £m	Costs to go £m	Total £m
Colindale	SFA Congestion relief	Design	7.0	-	7.0
Crossrail LUCT	SFA Congestion relief	Delivery	196.7	0.0	196.7
Crossrail Funded Pro	SFA Congestion relief	Delivery	0.0	-	0.0
Crossrail Scope Gaps - Central Sect Stns	Customer experience improvements	Delivery	1.8	-	1.8
Knightsbridge new station entrance and SFA	SFA	Delivery	25.3	7.3	32.6
Stratford (Southwest Entrance)	Congestion relief	Delivery	3.8	4.9	8.8
Paddington CR, SCU, Station	SFA Congestion relief	Delivery	12.6	2.7	15.3
South Kensington	SFA Congestion relief	Design	5.6	0.6	6.1
Thameslink	Congestion relief	Close	37.6	-	37.6
Tottenham Hale	Growth support Congestion relief	Close	49.8	0.2	49.9
Tower Hill	SFA	Delivery	7.7	0.6	8.3
Leyton	SFA Congestion relief	Design	2.6	1.0	3.6
Moorgate OSD	Development support	Close	7.8	0.2	8.0
West Ham Stephenson Street	Growth support SFA Congestion relief	Delivery	1.1	0.8	1.8
North Greenwich Knight Dragon	Growth support	Design	0.2	-	0.2
Walthamstow Central	Growth support SFA Congestion relief	Design	1.3	0.1	1.4
Waterloo Elizabeth House	SFA	Design	0.3	0.4	0.7
Waterloo Shell	Growth support Congestion relief	Close	4.3	0.0	4.4
Waterloo International Terminal	Congestion relief	Close	0.0	-	0.0
White City St. James	Growth support	Close	2.4	-	2.4
King's Cross (Belgrove House)	SFA	Design	0.2	0.6	0.8
Ladbroke Grove (K&C paid SFA Study)	SFA Congestion relief	Design	0.1	-	0.1
London Bridge (New City Court)	Growth support	Design	0.1	0.3	0.4
Hounslow West	Growth support SFA	Design	0.3	-	0.3
Bromley-by-Bow lift access	Growth support SFA	Close	0.0	-	0.0
ACo2 Demolition	Operational improvement	Delivery	5.4	0.1	5.5
East Ham Wall rebuild	Improved asset	Design	1.8	4.6	6.4
Finsbury Park Additional Works	Compliance issues addressed	Design	0.1	0.4	0.5
Subtotal			376.0	24.7	400.6

List of Active Schemes continued

Scheme	Benefits	Stage	Cost to end FY23 £m	Costs to go £m	Total £m
SFA Amersham	SFA	Close	7.1	-	7.1
SFA Buckhurst Hill	SFA	Close	1.3	-	1.3
SFA Cockfosters	SFA	Close	4.6	-	4.6
SFA Debden	SFA	Close	5.4	-	5.4
SFA Harrow on the Hill	SFA	Close	15.9	-	15.9
SFA Ickenham	SFA	Close	6.6	-	6.6
SFA Mill Hill East	SFA	Close	4.2	-	4.2
SFA Newbury Park	SFA	Close	7.2	-	7.2
SFA Osterley	SFA	Close	7.0	-	7.0
SFA South Woodford	SFA	Close	3.8	-	3.8
SFA Sudbury Hill	SFA	Close	5.9	-	5.9
SFA Wimbledon Park	SFA	Close	5.0	-	5.0
Accessibility Programme	SFA	Close	13.4	-	13.4
R&E SFA Programme Management	SFA	Close	0.2	-	0.2
Moorgate Capacity (Lift)	SFA	Close	4.3	-	4.3
Whitechapel (Lift)	SFA	Close	3.8	-	3.8
SFA Burnt Oak	SFA	Design	3.1	-	3.1
SFA Hanger Lane	SFA	Design	3.7	-	3.7
SFA Northolt	SFA	Design	3.9	-	3.9
SFA Close out	SFA	Close	0.3	2.7	3.1
SFA Development	SFA	Design	-	1.0	1.0
Paddington (Enstar House)	SFA	Design	0.1	1.5	1.5
Borough	Customer facing benefits	Close	1.4	-	1.4
TMU Workshop	Operational improvements	Delivery	44.0	0.2	44.2
Elizabeth line residual works	Project close out	Delivery	8.3	9.8	18.1
LU Waste Heat	Carbon reduction	Design	0.2	0.4	0.6
Solar Private Wire	Carbon reduction	Design	1.0	-	1.0
Subtotal			161.6	15.6	177.2
Grand total			537.6	40.2	577.8

Other Schemes	Other schemes being worked on where P&PA is obtained outside this Portfolio but by the same delivery team
Queensway and Bayswater	4LM Four Lines Modernisation Ventilation
	Golders Green Depot Lighting
	Lille Bridge
	Liverpool Street (mess room)
	Liverpool Street (station retail)
	LU Waste Heat
	North Greenwich (station retail)
	Oxford Circus (station retail)
	Solar Private Wire
	TMU Workshop

2 List of UIPs closed in this submission with fiscal value of Programme and Project Authority (P&PA) at close with available headroom removed and re-allocated

UIP	Project	Closing P&PA £m
UIP2150	Bromley-by-Bow	12.448
UIP3472	Enhancements Programme Risk	0.000
UIP2162	Finsbury Park	50.864
UIP2152	Future Stations Capacity Programme	3.928
UIP3089	Gunnersbury	0.200
PSEA0498	Whitechapel Crossrail Enabling Works	3.754
UIP3022	Canning Town Rotunda	1.950
UIP2200	Wembley Central (SWIP)	0.000
UIPTBC	Feasibility funding	0.000
No UIP	Northwick (developer funded)	0.000
UIP2393	Notting Hill Gate Newcombe House	0.040
UIP3177	SFA Boston Manor	0.267
UIP3192	SFA North Ealing	0.270
UIP3175	SFA Park Royal	0.288
UIP3197	SFA Rickmansworth	0.255
UIP3198	SFA Ruislip	0.246
UIP3199	SFA Snaresbrook	0.262
UIP3176	Canons Park Accessibility	0.236
UIP3180	Chigwell Accessibility	0.021
UIP3182	Croxley Accessibility	0.290
UIP3184	Dollis Hill Accessibility	0.299
UIP3189	Leytonstone Accessibility	0.007
UIP3194	Northwick Park Accessibility	0.264
UIP3196	Queensbury Accessibility	0.245
UIP3202	Theydon Bois Accessibility	0.261
UIP3203	Totteridge & Whetstone Accessibility	0.000
UIP3114	Additional Mayoral Priorities	0.000
UIP3164	Waste Heat	0.259
UIP3523	RE:FIT 2 Solar PV	2.489
PSEA0613	Paddington Platforms	1.199
	Total	80.344