Listed Building Consent – Uxbridge (Redesign for CRMS route on platform 1)

Project Programme	**PLU OPO CCTV – Listed Building Consents**

Stage	Detailed Design

Responsible	Project Manager	Damian Cawley
	Signature	Date: 15/04/2025

Accountable	Programme Manager	Joanne Pettigrew
	Signature	Date

Product History	Version	Date	Summary of changes
	1	15/04/2025	An application that solely documents the changes from the original proposal when previously applying for listed building consent. Changes reflect a slight change in the cable management route due to constraints with installing the cable route on the underside of the trainshed ceiling. Due to a weakened structure, a supportive underside netting has been installed but we are unable to remove this netting for a period of time in order to implement our works.

Name	**Role**
Edmund Bird	LU Heritage Manager
Sophia Laird	LU Heritage Advisor
Ian Gilbert	LU Principal Consents Advisor
Michael Raby	LU Town Planning Advisor
Jack Silver	LU OPO Project Manager
Damian Cawley	LU OPO Assistant Project Manager
Aleisha Gentle	LU OPO Apprentice Project Manager
Stefan Krcmar	LU Senior Project Engineer
Stuart Knapp	LU Project Engineer
Thomas Tan	LU Project Engineer
Peter Dobbing	ADC Project Manager
Simon South	ADC Design Manager

Glossary of terms:

CRMS: Cable Route Management System

OPO: One Person Operations

PLU: Piccadilly Line Upgrade

PEB: Platform End Barriers

PSM: Platform Stopping Marker

Leading End: The end of the platform corresponding to the front of the train in the normal direction of travel.

Trailing End: The end of the platform corresponding to the rear of the train in the normal direction of travel.

24TS: 2024 Tube Stock

73TS: 1973 Tube Stock

EB: Eastbound

WB: Westbound

PTI: Platform Train Interface

CER: Communications Equipment Room

Contents

1. OPO CCTV Scope Summary

The Piccadilly Line Upgrade (PLU) remains a key element of the TfL Business Plan and is a priority for investment over the plan period and beyond. The TfL Business Plan describes the investment needed to transform London's transport infrastructure to meet the economic, employment and regeneration requirements of the Mayor's Transport Strategy (MTS).

The PLU will first upgrade the Piccadilly line to provide around a 60% increase in capacity through the introduction of new higher capacity trains and train control systems, enabling peak service levels to be raised to 33 trains per hour (or greater).

Platform Train Interface (PTI) is LU's top safety risk due to lack of physical separation between the passengers on the platforms and moving trains. Since the impact of this risk is possible passenger fatality, mitigations are carefully developed and prescribed in various LU standards.

The primary mitigation of the PTI risk during train dispatch is provision of clear and uninterrupted view of the complete critical area of the PTI under all conditions to the Train Operator. It is a safety requirement that the Train Operator must have a clear un-obstructed view of the complete platform critical area under all conditions during dwell and train dispatch.

Video images from designated platform cameras are combined and transmitted to trains and the images are displayed on monitors in the driver's cab(s) in near 'real – time'.

The functionality of the OPO CCTV system is critical to safe dispatch of the train, and therefore any failure of the system in operation leads to railway service disruptions.

The OPO CCTV system will be designed, installed, commissioned, and brought into use on the Piccadilly Line, with requirements of delivering the Off-Train Communications (OTC) equipment (stations only), and Platform Stopping Marker equipment (stations only), which are all within scope of the main OPO CCTV contract, with Alan Dick Communications (AD Comms).

Additional OPO scope includes other platform ancillary works such as the platform enabling works, platform end barriers, or other operational signage.

Due to the nature of the programme, there will be a migration phase where existing equipment associated with the 73Tube Stock (73TS) and new assets for the 24 Tube Stock (24TS) will coexist on platforms. This is vitally important and safety critical as the new Fleet of trains (24TS) is introduced to the Piccadilly Line so that the 73TS can still run until full delivery has been complete, not compromising quality of service or safety.

2. Document Purpose

The OPO CCTV Project previously submitted a Listed Building Consent (LBC) application which was approved as of July 2024 for Uxbridge station (Grade II Listed). This approval was provided for all elements of the OPO CCTV system that would be implement as a visible change to the station realm – most notably the new cameras themselves as well as new Cable Route Management Systems (CRMS).

Through recent surveys and discussions, it has come to light that the following changes will need to be implemented:

- Underside of the trainshed will not support new CRMS due to constraints of the protective netting – where its purpose is to mitigate the chance of loose debris from the structure falling on to the track/platform. Our construction team have held discussions with the civils maintainer of the netting (as well as station staff) in which we have been told we cannot remove the netting for a substantial period of time due to health & safety concerns of possible falling debris during traffic (public) hours.

The OPO CCTV Project have considered other optioneering but have disregarded with the following rationale:

- Option 1 – CRMS to run along the underside of netting but on the non-platform side – whilst this may be feasible, this would result in a significant increase in the amount of visible CRMS from public standing areas (approximately 60m+).

- Option 2 – CRMS to run along the roof of the trainshed - the roof is not accessible due to a non-compliant ladder. Even if we further explored the option to find temporary means in order to gain access for install, we'd still face issues with the general maintenance of the new assets. Additionally, the new CRMS will have to loop down from the trainshed roof eventually so there will always be a small section of visible CRMS.

We have consulted with TfL Heritage on a regular basis, where optioneering has been considered and reviewed to ensure the chosen option is the least impactful to the public realm as well. The following design route in section 3 will showcase the preferred option.

3. CRMS Design

Uxbridge

Use of existing CRMS

Where possible, the OPO Project on behalf of the Piccadilly Line Upgrade will be reusing existing CRMS (Cable Route Management Systems) and only using and adding new CRMS where required. As per each station submission, the OPO project will consider the LU Heritage Features document when submitted the listed building consents document.

In relation to Uxbridge, there is new CRMS being installed in the passenger realm / public areas / station areas or areas showcased within the LU Heritage Features document for Uxbridge.

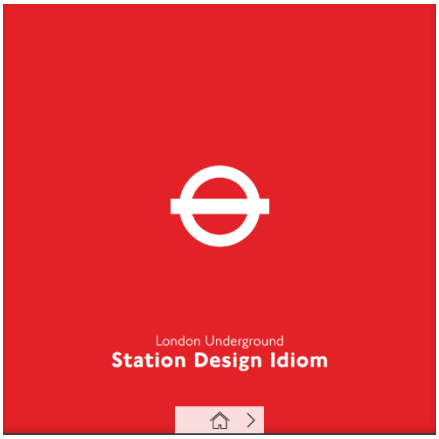
NP	Primary	Node Power
NC	Primary	Node Comms
N	Primary	Node penetration
	yellow arrow	Direction
	dark blue line	New CRMS
	light blue line	Support brackets
	oval	Structural Penetration
	oval	CRMS Penetration
	oval	Existing Penetration

Where possible, it is planned for us to try and reuse any existing CRMS in public areas therefore not affecting any heritage assets.

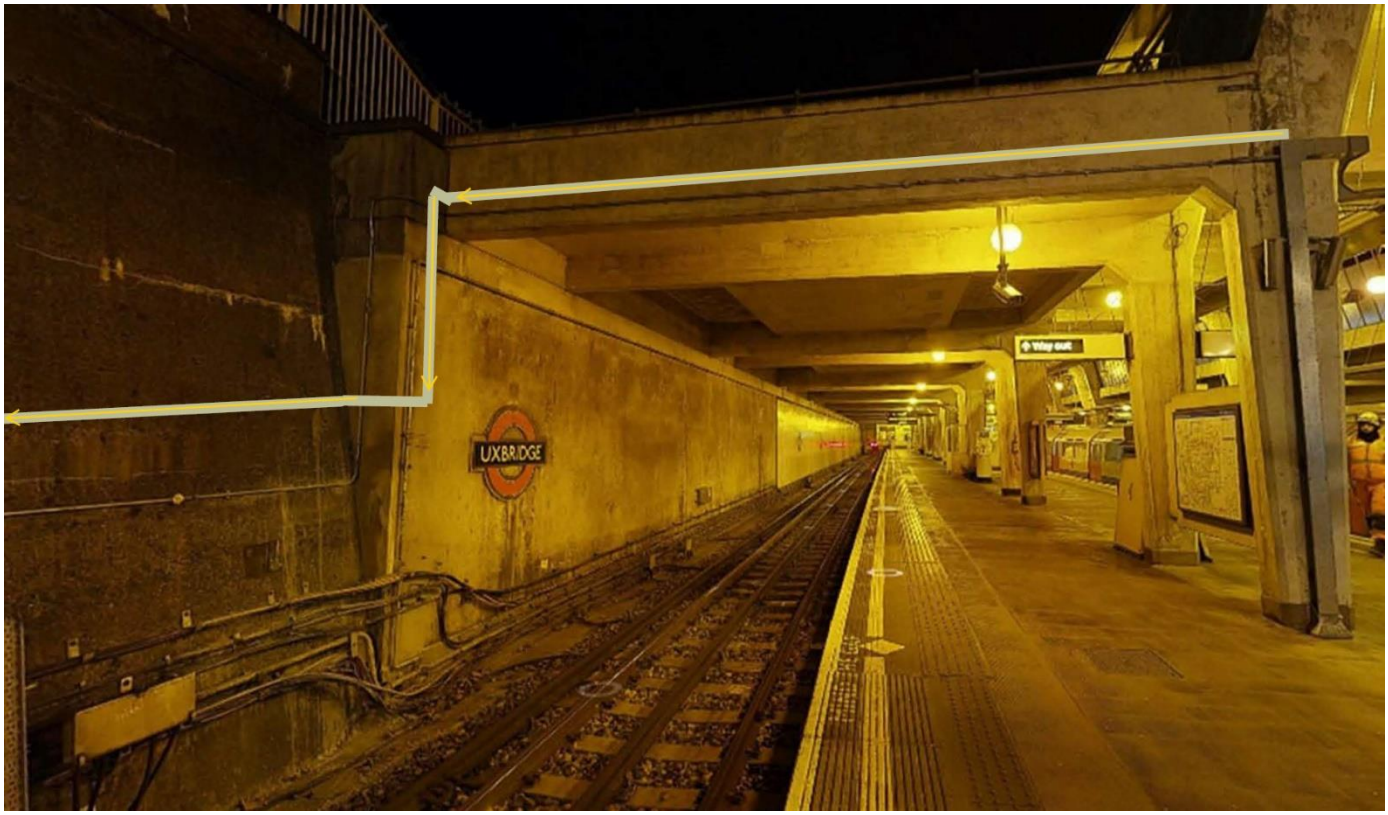
CRMS Hidden from public view = Dashed Lines

CRMS Visible= Solid Lines

All CRMS will be colour-coated to match the finish of the substrate to which it will be affixed in alignment with the LU Design Idiom.



NOTE: This application will only be addressing areas of the design that have changed since the original submission and therefore require LBC approval.



4. Closing Statement

The remainder of the design remains unchanged as shown in the original LBC submission. For reference, this first submission has been attached. To summarise, we feel we have followed the correct procedures in considering optioneering and assessed them for a multitude of reasons (including upholding the best interests of the stations heritage listing, as well as the constructability and maintainability of the assets in question). Additionally, it has previously been agreed that new CRMS installed in the public realm will be colour matched against the structure it contrasts against – this comment is still applicable to this application. We hope this application quells any concerns and look forward to future engagement with TfL Heritage and the Borough of Hillingdon.

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