

Appendix A Option selection criteria

VSU - MDC2
W5_D1 Options Selection Criteria

Selection Criteria Category	'key words'	Details
A. Journey Time (Operational safety and quality)	<i>Journey time</i>	Capacity of escalator routes to/from Victoria Line platforms
		Reduction of average weighted peak period journey time of intending station users, comparing the modelled social costs of the VSU layout at 2016 + 20% demand levels, relative to the 'do nothing' scenario using the same demand forecast
		Customer walking routes through the station are as short, direct and intuitive as practicable, relying upon a minimum of signage to be effective
		Maximise operational flexibility, in particular by providing the ability for staff to re-route flows at times of peak demand, whilst minimising additional resource and without incurring excessive additional customer walk time
		Access to D&C Line from NTH to be facilitated
		Maximises operational flexibility
		Step-free Access Strategy facilitated
		Comply with LUL SPSS station evacuation standards/fire strategy facilitated
B. Programme	<i>Programme duration</i>	Project programme which will provide the most significant practicable reduction in construction works period, with the aim of project completion not later than that of the PPP Victoria Line Upgrade (2013)
		Station to be fully operational and visual impact of any incomplete works minimised during the 2012 Olympics period (April – October 2012)
		Minimises impact on TWA Programme
C. Project cost	<i>"Base cost" which may need to include a risk sum subject to how risk is considered within the selection process.</i>	Project to be completed within outturn estimate of £509m (inclusive of risk, contingency and inflation) baselined at April 2005
		Phasing of capital funds meets with Government spending plans
D. Buildability	<i>Ability to achieve robust design</i>	Reliance on complex ground treatment to build the works in variable superficial deposits.
		Maintains site / public safety
		Design to be buildable using proven technologies. Adopt industry standard construction methods used with precedents
		Resource levels / specialist skills requirements
E. Operational impacts	<i>Impact on the station including closures</i>	No station closures except weekend closures as pre-agreed with the Victoria Line General Manager and accepted through the CAM process
		No line closures except weekend closures as pre-agreed with the Victoria Line General Manager and accepted through the CAM process
		Minimise enabling works to divert LUL assets / cabling / equipment prior to construction
F. Stakeholder Impacts	<i>Potential issues which could affect the PI process and give rise to objection</i>	Minimises impact on third party property resulting from settlement
		Minimises construction and intrusive works under properties
		Minimises the complexity of third party interfaces / need for approvals (e.g. Land Sec)
	<i>Use of construction methods with have minimise the impact on built environment</i>	Minimises disruption to pedestrians during construction
		Minimises disruption to road users during construction
		Minimises the impact on hydrology (contamination)
		Minimises the impact on ecology
		Minimises noise, light, dust and vibration during construction and operation
G. Utilities	<i>Requirement for and complexity of utility diversions</i>	Minimises impact on third party utilities resulting from settlement / ground treatment
		Minimises construction and intrusive works under properties
		Minimises the complexity of third party interfaces / need for approvals (Landsec and Thames Water)
Key project risks - summary of the top 9 risks (indicative only, from QRA workshop 16/02/07)		
		Minimises the risk to the built environment and in particular damage from surface settlement
		Minimises the risk of programme overrun
		Minimises the risk of cost overrun
		Minimises health and safety risks to the workforce and public
		Minimises the risk between Landsec D+C programme and VSU programme
		Minimises the risk that Landsec's position changes from a supporter to an objector
		Minimises programme and operational risks associated with the SER room
		Minimises M+E related risks, particularly those associated with commissioning the completed works
		Minimises risk to the operational station during construction.

= mandatory limit on criteria, all non compliant options to be eliminated.

Note:

All options must comply with relevant legislation