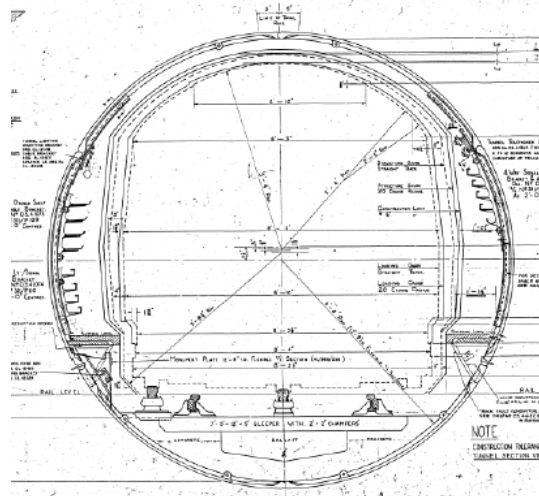
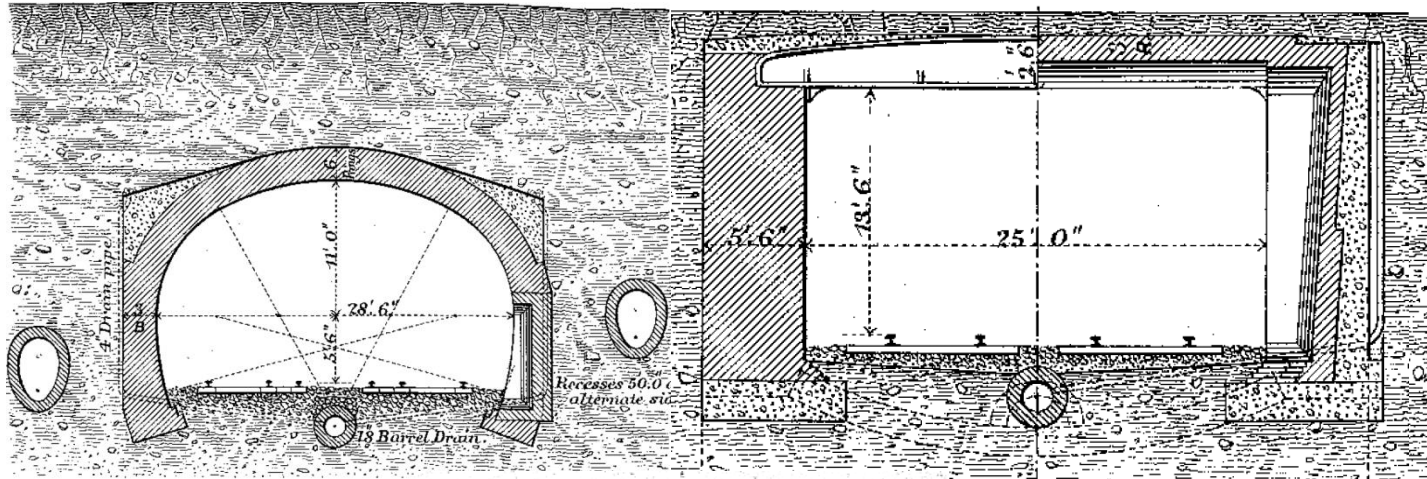


London Underground's Railway Infrastructure in the Suburbs

Presented by: Nathan Darroch,
Land & Vesting Engineer.
April, 2015



Only 45% of the network's 11 lines are actually in tunnel, these are mostly, but not exclusively, in the central zone



The remainder is on, just below, or above the surface



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It can consist of running lines and junctions, stations and depots or even areas of land or seemingly unrelated assets



There are hundreds of thousands of interfaces between the railway and other parties, including:

- Utilities companies
- Highway authorities
- Railway companies and Train Operating Companies
- Land and property owners

Some obvious:



Others not:



London Underground and each interfacing party has some form of property:

- Ownership
- Rights
- Responsibility

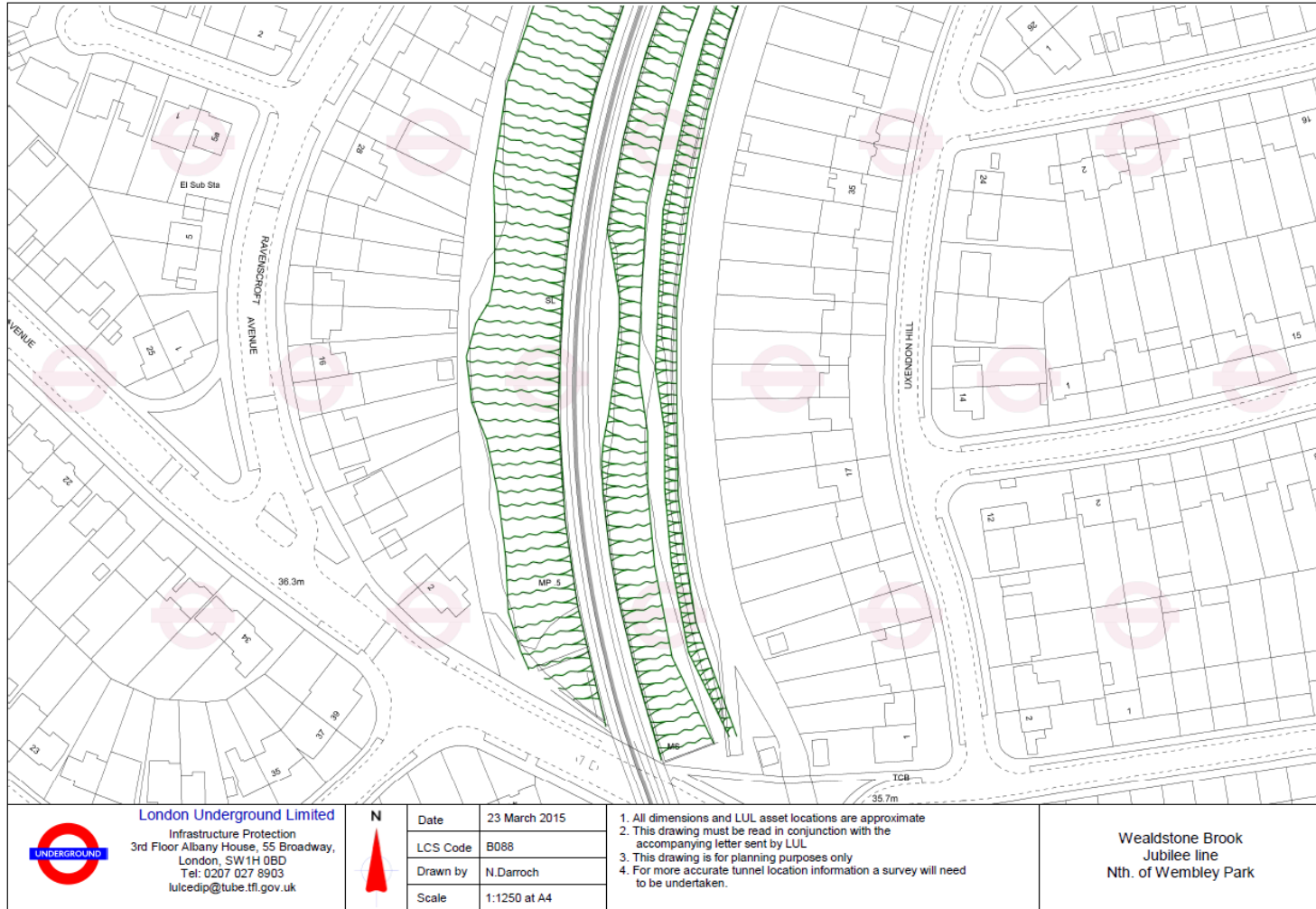
To effectively operate, maintain and repair our railway we must understand these

If we do not Assets and interfaces can degrade and pose serious safety risks

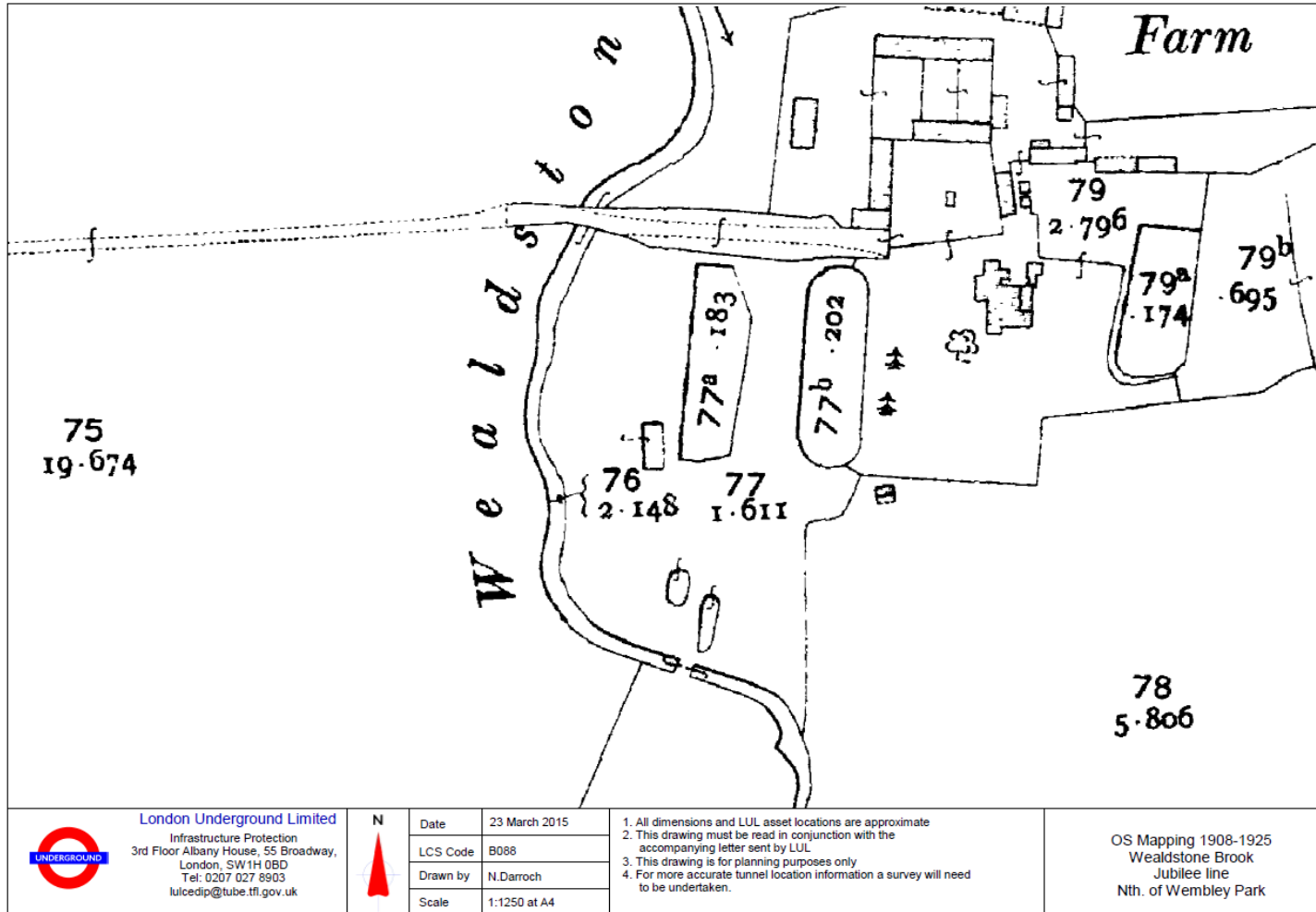
Alternatively we can lose land that is essential for the safe presence of the railway



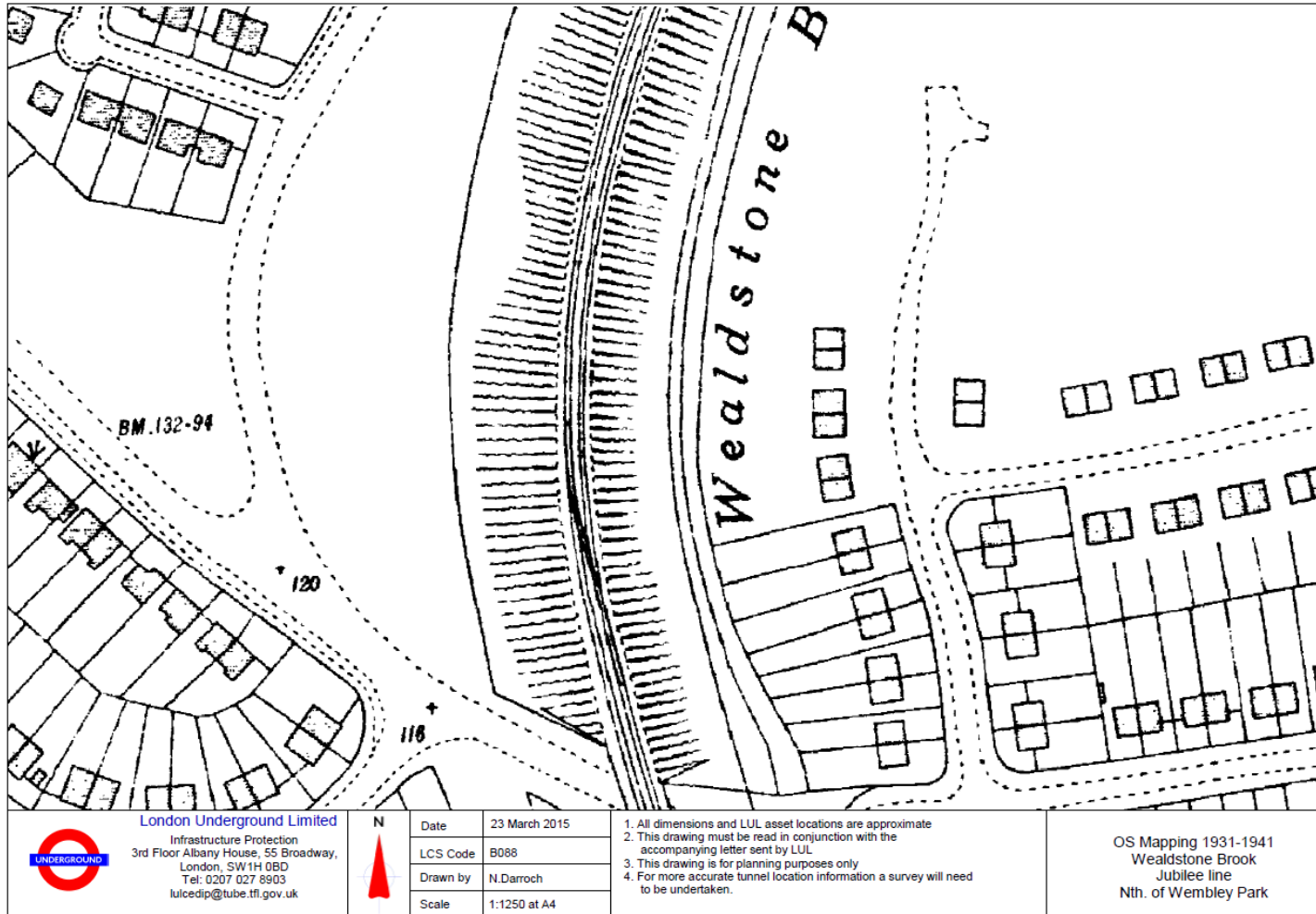
In some Locations it may be necessary to undertake research in to asset ownership, rights and responsibilities where these are unclear



In this instance, it was determined that the river had been diverted for the purpose of constructing a new railway to Stanmore



The company had the right to do this through statutory powers, but the land acquirement agreement vested the whole of the river in the adjoining property owners to the east



These Statutory Powers are incorporated within legislation:

- The Railway Clauses Consolidation Act 1845
- The Land Clauses Consolidation Act 1845
- The specific authorising act or acts for the railway

In general terms, these allowed the company to:

- Acquire land compulsorily or by agreement
- Divert rivers and roads

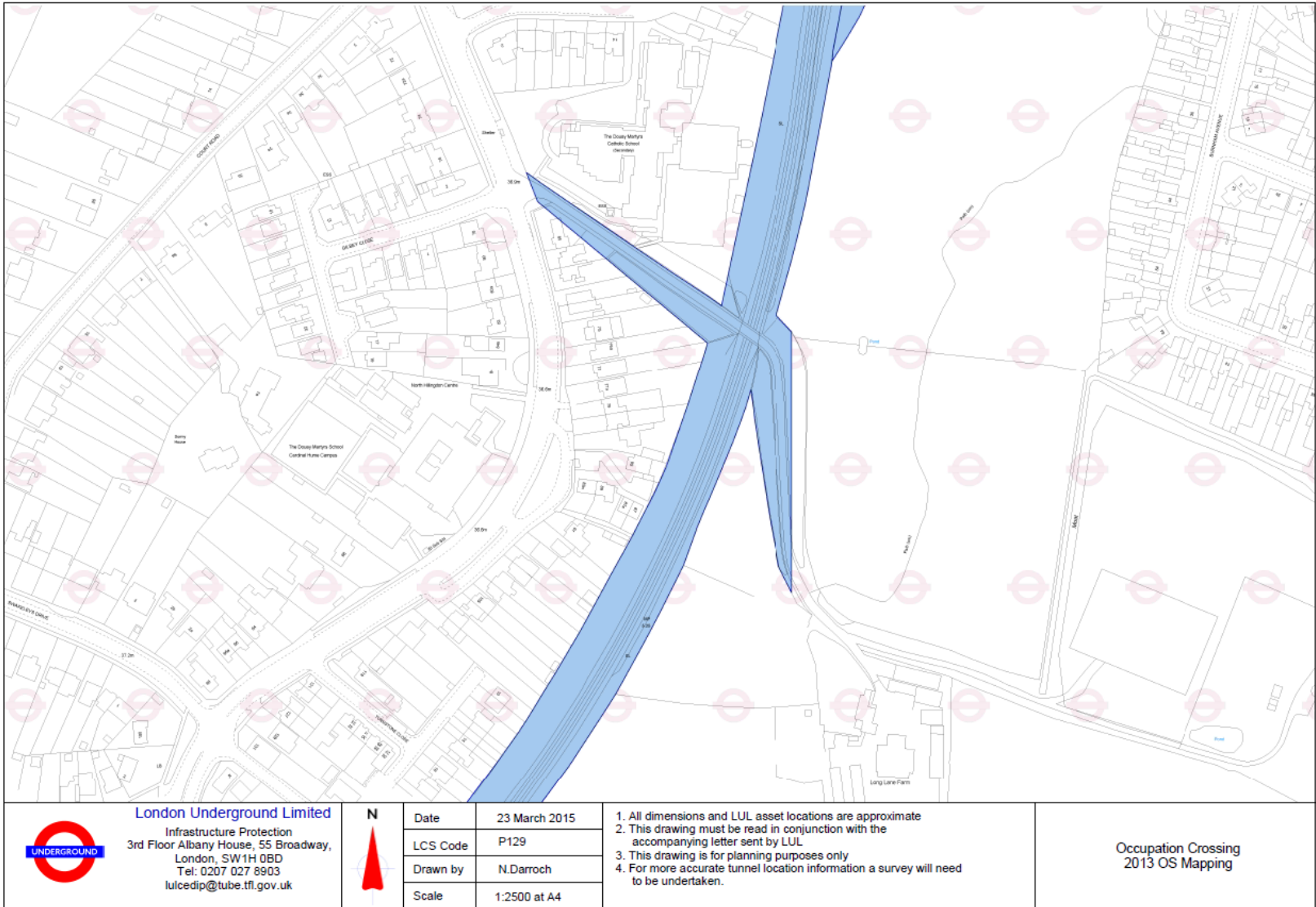
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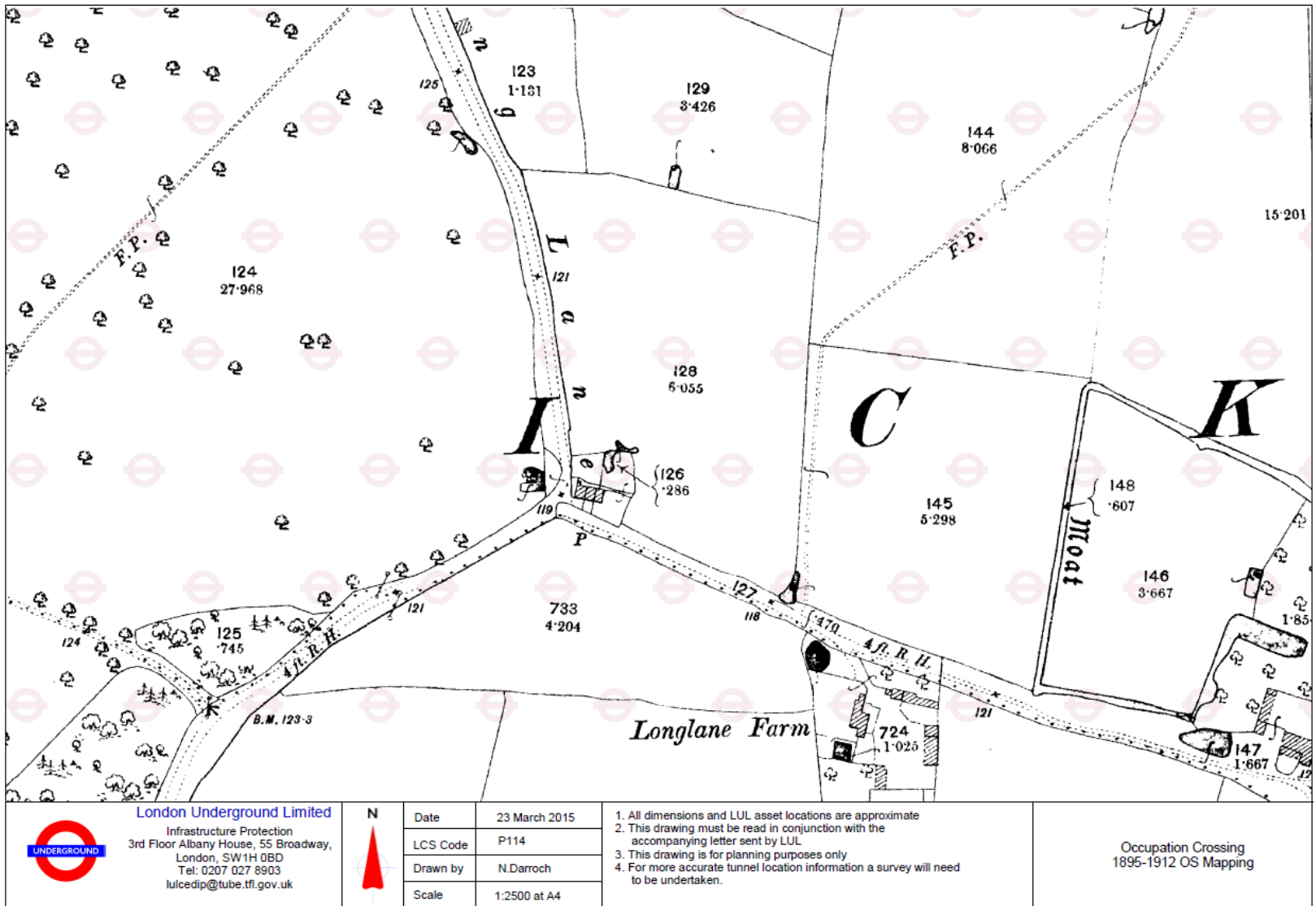
And they required the company to:

- Make provision for crossing the railway and the approaches to them
- Accommodate utilities within or above railway infrastructure
- Acquire limited additional lands where the land owner insisted resulting in the railway owning more land they may at first be anticipated

For example, this bridge, the occupation road and its approaches are provided and maintained by the railway



Because these are on a different alignment to the original



However, these acts only gave broad remits and requirements

Therefore, there may be variations imposed by further legal documentation such as conveyances or agreements and changes to law

These would be specific to the railway company, the land owner at that time, and their successors directly and indirectly

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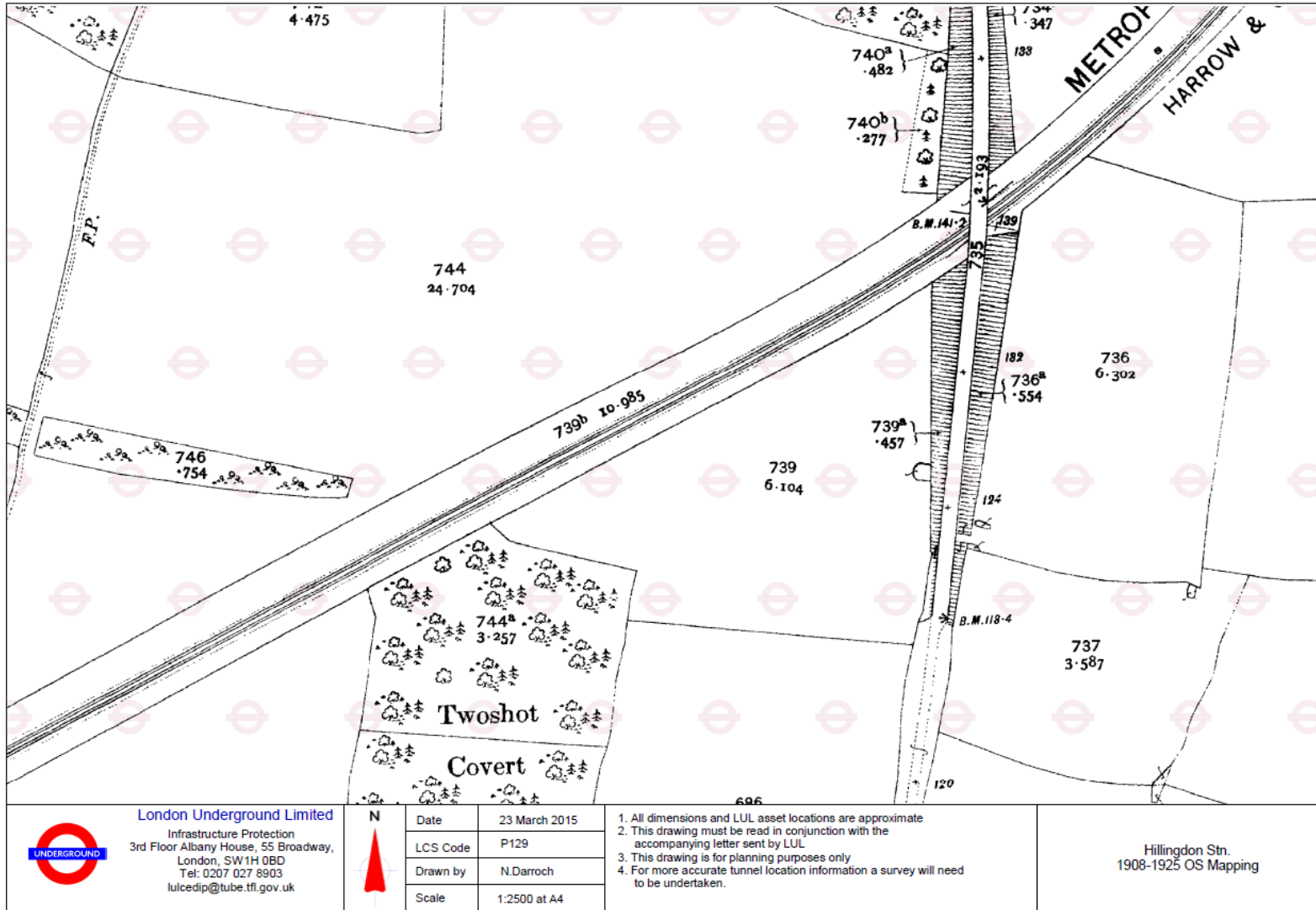
The normal instance, without the agreement, would be that the railway was either a riparian owner or would own the whole river, as they diverted it

However, the railway and its environment also change...

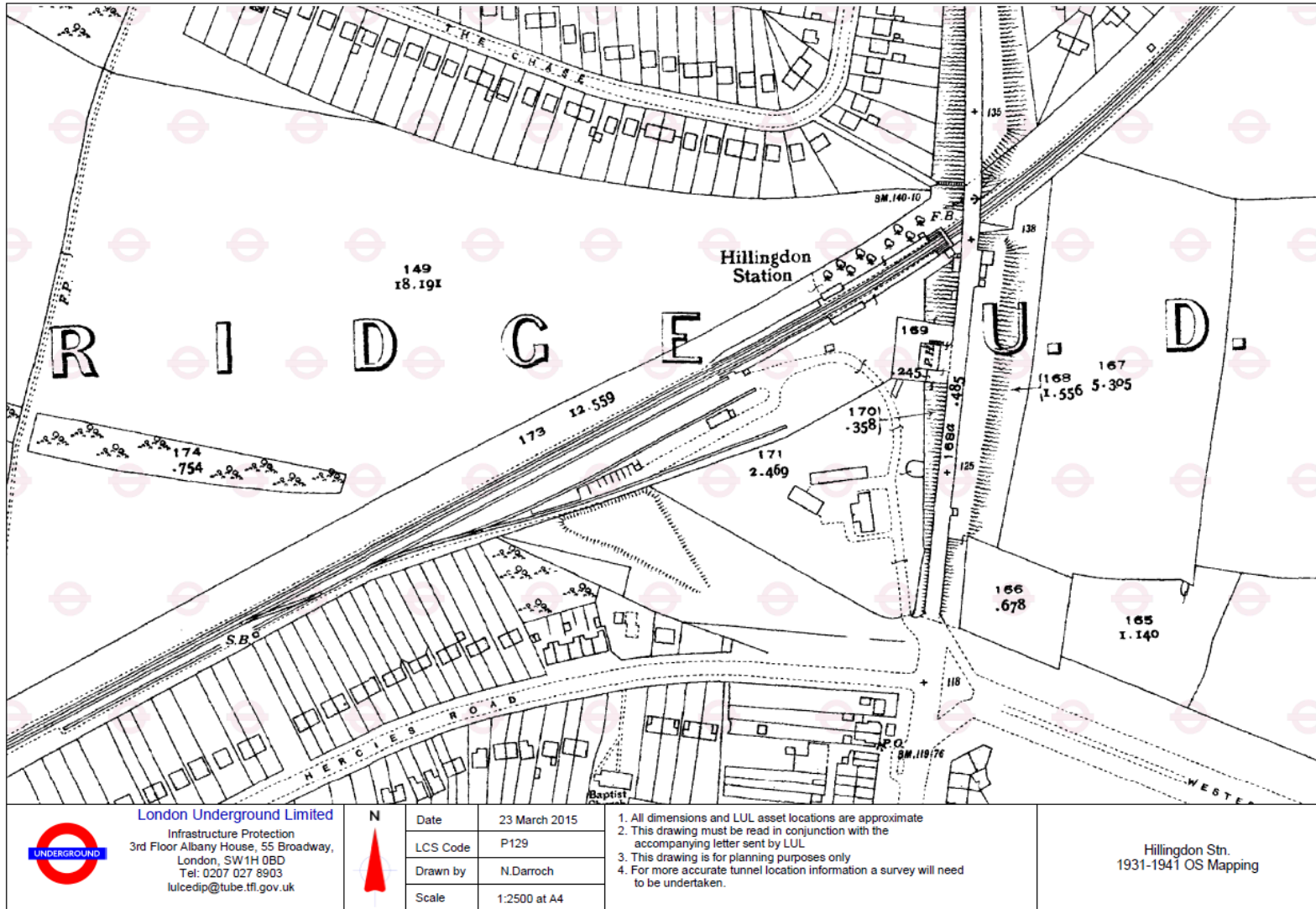
Hillingdon Case Study



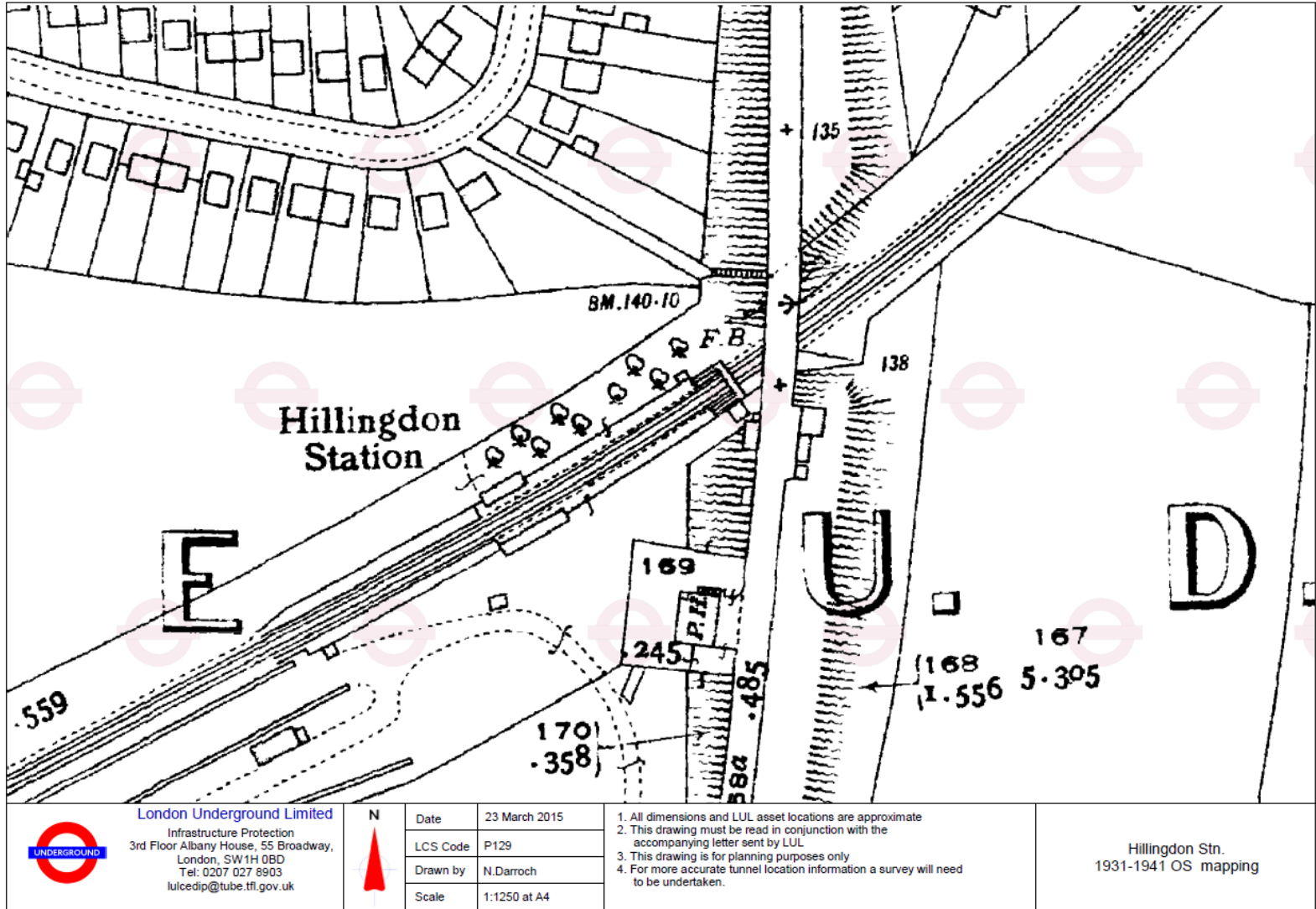
When the line opened in 1904, there was no station, just fields



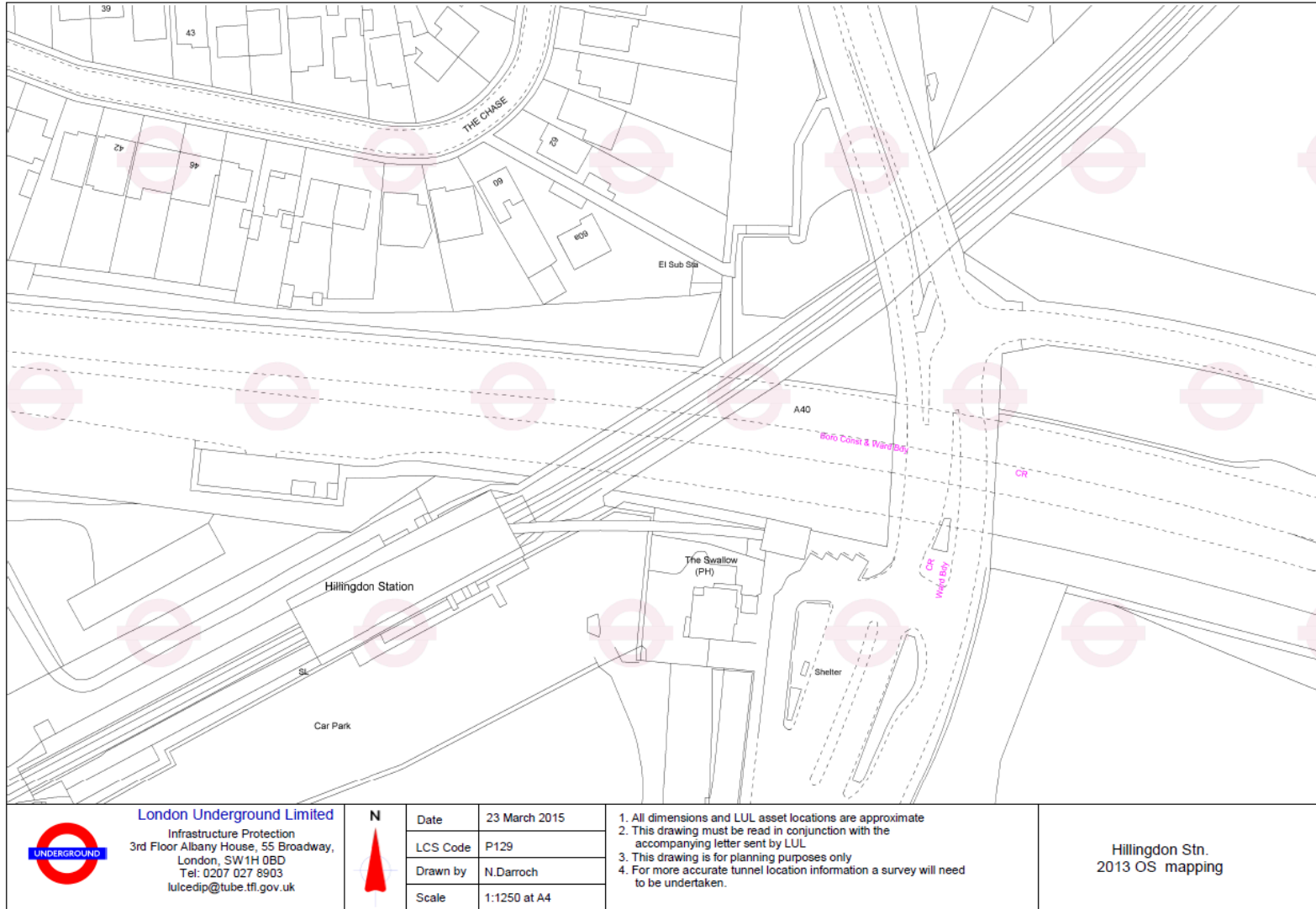
Subsequent residential development saw a station constructed



Look closely at the station and road in this view



By the 1990s the A40 was in desperate need for restructuring to accommodate demand

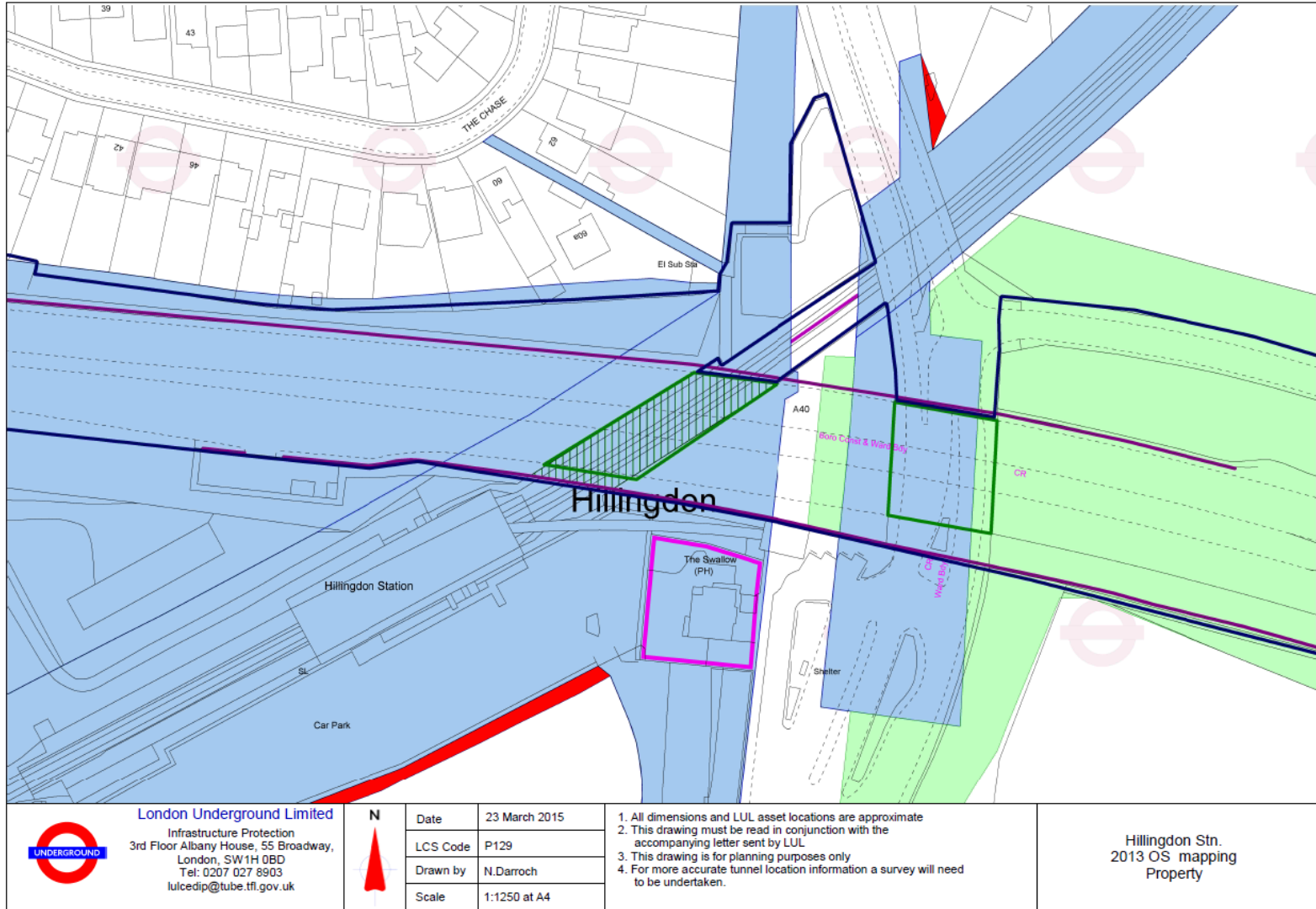


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View from the A40 looking west



Plan showing land ownership at Hillingdon



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	Date	23 March 2015
	LCS Code	P129
	Drawn by	N.Darroch
	Scale	1:1250 at A4

1. All dimensions and LUL asset locations are approximate
2. This drawing must be read in conjunction with the accompanying letter sent by LUL
3. This drawing is for planning purposes only
4. For more accurate tunnel location information a survey will need to be undertaken.

Hillingdon Stn.
 2013 OS mapping
 Property

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This presentation has shown:

- Property ownership, rights and responsibilities can be complicated
- It is beneficial to look at the wider history of an asset or land
- Historic legislation is applicable for land and assets today, however, these may be varied by subsequent legal agreements

That when considering ownership rights and responsibilities for land or assets, we must ensure that all sources are checked and clarified

Where this is not clear or where there is lack of clarity we may need to fall back on precedent , the 1845 acts and the railway authorising legislation

But we must always seek appropriate advice

Any Questions?

