

A1.4: Copy of the combined results table used to document findings from the CoMET and NOVA benchmarking respondent's questionnaire, contextual analysis and follow up questions (Section 5.3.3).

Survey Results page	Comparison of the relationship between underground Metros and their environment								
Metro Identifying No.	1	2	3	4	5	6	7	8	9
Presence									
Metro Scale									
Number of lines	1	6 including the Airport Express	1	11	4	5	4	5	21
Kilo meterage or Mileage of network	42km	208km	c.6.5 miles	402km		136.1km	69.2km (43.0 miles)	103km (64.0 miles)	722 miles
Number of stations	18	150	15	270		117	68	108	469
Dates of Opening	2002	2002 to 2015	1896	1863-1999	1932, 1979, 2000, 2009	2000	1966-2007	1969-present	1904-2015
Sections underground (Km/M or %)	42km		c.6.5 miles	45%			69.2km (43.0 mi)	c.30km	
Type of Construction									
<i>Deep Level Tube (depth m)</i>									
Station tunnels	15-25km	12-30m							
Running tunnels	15-25km								
<i>Sub-surface (0 to -5m)</i>									
Station Tunnels									
Running Tunnels									
Open Cutting									
Surface									
Elevated									
Asset Locations									
Tunnels under buildings									
Tunnels under roads									
Ventilation/sub-station facilities within buildings									
Ventilation/sub-station facilities within independent buildings									
Station facilities within buildings									
Station facilities within independent buildings									
Under Highway Ticket Halls	Three levels								
Stations in Open Cutting (Partially or wholly)									
Over Station development (Partially or wholly)									
Interfaces with surface development									
Yes									
No									
Interfaces with land use									
Yes									
No									
Property									
Ownership									
Tunnel Easements									
Tunnel Freehold			Under roads and stations						
Surface Freehold									
Surplus Lands									
Additional sub-soil freehold	Protective Sleeve								
Other (specify)									
Land acquirement									
Compulsorily									
By agreement									
Changes to land acquisition									
Changes took place									
No change									
Land Disposal									
Whole of unused lands									

Explanatory Notes:

Tunnels - include station, running, service or escalator, whether public or not

Cutting - Where the metro is below ground but not formed as a tunnel, though it could have a roof

Under Buildings - where the metro passes under buildings owned by the metro or privately

Ventilation/sub-station facilities - Shafts, head houses or assets required for the flow of air or power provision; Within buildings - means private or metro owned buildings with other uses (office block etc.)

Independent building - means purpose built buildings solely or predominantly for metro use

Station facilities - include ticket hall, entrances etc.; Within buildings - means private or metro owned buildings with other uses (office block etc.); Independent building - means purpose built buildings solely or predominantly for metro use

Ticket Halls - located wholly or partially under the road/pavement

Cutting - Where the metro is below ground but not formed as a tunnel, though it could have a roof

Over Station Development - Where additional storeys have been added to a station building

Interfaces with surface development - where the presence of a Metro affects the design of new development at surface and sub-surface levels

Interfaces with land use - where the presence of Metro infrastructure limits use of land

Easement - A right for the presence of the underground infrastructure

Freehold - Outright ownership of land

Surface Freehold - Land adjacent to or above the metro not used for operational purposes

Surplus Lands - land that may have been acquired with the construction of the metro but was never used for operational purposes

Additional Sub-Soil - Sub-soil not used for the physical construction of the metro but used as, or owned as, a protective sleeve

E.g., Long lease, right of use, etc.

Land Acquirement - how was land or sub-soil for the construction of the metro undertaken

E.g., Act of Parliament/State Legislature authorising land acquirement

Changes to land acquisition - Legislation has changed for how land for the metro is acquired

Land Disposal - Surplus lands above or near the metro that has been leased or sold for development

Unused lands - are those lands specifically not used for the metro infrastructure

