

EDITED PRESS AND NEWS RELEASES

TRANSPORT FOR LONDON

TfL SEEKS VIEWS ON CAMDEN TOWN STATION UPGRADE

12 October 2015

Camden Town station is one of the busiest interchange stations on the Underground network. Over 80,000 people already use it every day and it is set to increase by 60 per cent over the coming years as London's success continues to drive rapid population growth.

To meet this demand, and make journeys through the station easier for passengers, a wide range of improvements are proposed. These benefits could include:

- A new second entrance and exit to the station.
- Three new escalators.
- Step-free access from the street to trains, with two new lifts.
- More space to change between trains.
- The station remaining open during busy periods and removing the need for frequent crowd control measures.

The modernisation and extension of the station would support the local economy and community, and reduce walking time between the station and the popular Camden Lock area. The existing station entrance would remain in use, and no changes would be made to nearby buildings, helping to sustain Camden's unique character. The public consultation will run from Monday 12 October until 11 December 2015.

TfL AWARDS NEW £6.5M CONTRACT TO BRUSH TRACTION OF LOUGHBOROUGH

16 October 2015

Transport for London today announced the winners of a new five-year contract for up to £6.5m as Brush Traction (part of the Wabtec Rail Group), a manufacturer in Loughborough who refurbish and fit train motors for the Piccadilly Line.

BANK STATION – WORK STARTS ON A NEW ENTRANCE **5 November 2015**

London Underground has begun work on a new entrance to Bank Underground station that will significantly reduce congestion through the station. Just metres away from Walbrook Square, the new entrance to the Waterloo & City Line will provide two new lifts, four new escalators and a new ticket hall when it opens in late 2017. It will be located beneath Bloomberg's new European headquarters and has been created by Bloomberg's contractors as part of the planning conditions. The underground structure has now been handed to LU so that the fit-out of the station can begin. LU engineers, in partnership with contractors Hochtief, will also construct two new 5.5 metre passenger tunnels to link the new entrance with the existing platforms.

The area is home to the ruins of the historic Roman Temple of Mithras, and layers of history have been revealed throughout the construction with archaeologists from the Museum of London uncovering more than 30 Roman tablets. This rich history is to be celebrated in the new station entrance with the installation of 24 etched-glass panels in the concourse. The panels were created by celebrated artist John Hutton in 1960 to commemorate the find of the ruins and celebrate the history of the ancient site on the long-vanished river Walbrook. The panels were previously displayed on the now-demolished Bucklersbury House, where the ruins were discovered.

To enable the £57m upgrade to take place, the Waterloo & City Line subway – which provides access to and from the DLR and Northern Line platforms – will be closed to passengers for a 10-month period, closing from Sunday 8 November until August 2016. While the closure is in place, passengers changing between the Waterloo & City Line, DLR and Northern Line will travel via the Northern Line ticket hall Mondays to Fridays and via the Central Line platforms at weekends.

The Bank/Monument station complex is the fourth busiest interchange station on the Underground network, serving over 98 million passengers per year. Transport for London has proposed a substantial upgrade the capacity of the station from 2016 to keep up with increasing demand. The major upgrade of the six-line interchange at Bank would provide a step-free route between the Northern Line platforms, Docklands Light Railway and street levels. TfL has applied for a Transport & Works Act Order, which if granted will give permission to carry out the work.



Artist's impression of the future new Bloomberg intermediate level.

Both photos: Transport for London

MAYOR ANNOUNCES REAL TERMS FARES FREEZE AND EXTENDS FREE TRAVEL FOR CHILDREN

12 November 2015

The Mayor of London today announced a real terms fares freeze on Transport for London services, as he also revealed an extension of free travel for children to National Rail services in the capital. From 2 January 2016, fares on TfL services are set to rise by one per cent, in line with the July Retail Price Index (RPI), however a number of fares, including single bus fares and all but two pay as you go single Underground fares, will be frozen. Travelcard season tickets will increase by slightly less than one per cent. It is the third year in a row that TfL have been able to provide a real terms fares freeze while balancing the need to modernise the network. The revised changes to fares are expected to raise £43m a year for TfL – an increase of one per cent and a vital step as TfL increasingly looks to cover its operating costs from fares and other income. The Mayor also unveiled a deal to extend free travel for children under 11 years old on all National Rail services in the capital, and announced that Stratford and a number of its adjacent stations will move from Zone 3 to the Zones 2/3 boundary in a boost to east London.

Currently, young people under the age of 11 travel for free on TfL's buses and trams, and on the Underground, DLR, London Overground and TfL Rail services when accompanied by a fare-paying adult. However, there is no similar offer on National Rail services, causing frustration and confusion for passengers with fares differing at neighbouring stations. From 2 January 2016, all National Rail services in London will be free for Zip photocard holders who are under 11 years old after TfL agreed to cover the cost.

In a move to recognise the shifting economic map of London towards east London, it has also been announced that Stratford, West Ham, Canning Town, Star Lane, Abbey Road and Stratford International (DLR), will move from Zone 3 to the Zones 2/3 boundary. Re-zoning these stations will benefit more than 100,000 people per week and will ensure passengers travelling to Stratford from central London will not require a ticket valid in Zone 3.

Key elements of the 2016 fares package include:

- The pay as you go single bus fare is frozen at £1.50 while the one day bus cap increases by 10p to £4.50, the same as the cost of three single fares. The overall increase in bus fares is 0.8 per cent.
- On the Underground, London Overground, the DLR and TfL Rail, pay as you go single fares in Zones 1-6 are frozen, with the exception of Zone 1 only and Zone 1-2 off-peak fares, which will increase from £2.30 to £2.40. The overall increase on these services is 1.1 per cent.
- All other current concessionary fare schemes will be maintained in their current forms.
- The all-day caps, which were reduced last year to 20% of the 7 Day Travelcard price in Zones 1-6, will increase by 10p.
- The Off-Peak Zones 1-6 Travelcard and the Anytime Zones 1-4 Travelcard will increase from £12 to £12.10 while the Anytime Zones 1 to 6 Travelcard will increase from £17 to £17.20.
- Travelcard season ticket prices increase by just under one per cent on average in line with the guidance from Secretary of State for Transport that no regulated National Rail fare should rise by more than RPI next year.

LONDON UNDERGROUND CARRIES MORE PEOPLE THAN EVER BEFORE

13 November 2015

Figures released today by Transport for London reveal that more people are using London Underground than at any point in its 152-year history. Some 4.735 million passengers used the Underground on 9 October 2015, making it the network's busiest day ever. The previous record was reached on Friday 28 November 2014, when 4.734 million passengers travelled on the Underground. TfL expects both the daily and weekly records to be broken again before the end of 2015. Overall, the number of passenger journeys on the Underground has increased by a third since 2001, with the rate of growth increasing in the last five years. (LU served 970m passenger journeys in 2001. This has risen 34 per cent to 1.3bn in 2014/15 with the rate of growth increasing in recent years).

TfL'S PROPERTY DEVELOPMENT PROGRAMME ADVANCES

18 November 2015

Transport for London (TfL) has begun the first wave of its programme of property development by submitting planning applications for three sites in Nine Elms, Northwood and Parsons Green. Subject to planning permission, the sites will create more than 600 new homes along with a new step-free London Underground station at Northwood, new workspaces, retail units, high quality public spaces and £100m that will be reinvested in the transport network. The three planning applications are:

- Nine Elms – The proposed development above the new Nine Elms Underground station will deliver 362 new homes around 25% of which will be affordable, 2,318 sq metres of office, 550 sq metres of retail, a new public square, play space, pedestrian and cycle connections, cycle parking, and disabled car parking. Revenue generated from the new development will support the funding of the Northern Line extension.
- Northwood – The proposed development at Northwood will deliver 127 homes, around 20% of which will be affordable, as well as a new Underground station with step-free access and a new bus and train interchange. It will also deliver a new public space and 300 parking spaces, as well as 1,300 sq metres of retail floor space.
- Parsons Green – The proposed development is on the site of a former London Underground depot adjacent to Parsons Green Underground station, which is currently used as workspace. The scheme will deliver 119 new homes, 40% of which will be affordable, as well as over 4,000 sq metres of retail, workspace and restaurants.

MAYOR HERALDS START OF NORTHERN LINE EXTENSION

24 November 2015

Yesterday, Mayor Boris Johnson gave the signal to start the conveyor belt that will carry 600,000 tonnes of earth from beneath south London as part of the construction of the Northern Line extension from Kennington to Battersea via Nine Elms. New signalling on the Northern Line has boosted capacity by 20 per cent, through central London during peak times – enough for an extra 11,000 passengers an hour. Once the extension opens, TfL is planning to increase train frequencies on the Northern Line to at least 30 trains per hour.

More than 600,000 tonnes of waste material will be excavated during the work. It will be shipped by the barge-load to Goshems Farm in Tilbury, Essex, where it will be used to create arable farmland.

FUNDING IN PLACE FOR METROPOLITAN LINE EXTENSION

24 November 2015

London Underground today confirmed that plans are in place to start construction work on the extension of the Metropolitan Line next year, with the aim of completing the transformative new link in 2020. Two new stations will be built at Cassiobridge and Watford Vicarage Road, served by S Stock trains every ten minutes to and from central London during peak hours. The Underground will be connected to the West Coast Mainline via the station at Watford Junction, and the two new stations will also provide new connections to Watford General Hospital and new Health Campus, Croxley Business Park and Cardiff Road Industrial Estate. A full funding package for the extension has now been agreed between the Department for Transport, Hertfordshire County Council and Transport for London, and the work will be delivered by London Underground. The existing Watford Metropolitan Line station will close to the public following the opening of the new stations, but will be retained as sidings for the extended railway.

Until now the Metropolitan Line Extension has been known as the Croyley Rail Link and has been managed by Hertfordshire County Council. In November 2015 the Mayor of London formally decided that TfL would provide total funding of 49.23m for the project. The funding package for the project amounts to 284.4m, including local funding of 125.35 million, DfT providing 109.82 million and TfL providing the remaining 49.23 million.

CROSSRAIL

CONSTRUCTION ADVANCES AT BOND STREET

23 October 2015

The Crossrail tunnels at Bond Street, 30 metres below Oxford Street, are now finished as are all the connecting passageways. The western ticket hall on Davies Street is structurally complete. At Hanover Square, excavation for the eastern ticket hall will shortly conclude. Construction of the 250-metre-long platforms is nearing completion and installation of the frames to support the full height platform edge screens is now underway. London Underground engineers have also recently excavated the final passageway linking the expanded Underground station to the new Crossrail station. Architectural fit-out of Bond Street Crossrail station will begin next year alongside installation of track, signalling and overhead power equipment in the tunnels.



Structurally complete is the western ticket hall on Davies Street



Platform view of Bond Street Crossrail during construction.

Both photos: Crossrail

NEW CROSSRAIL TRAINS UNVEILED

20 November 2015

The Mayor and Transport for London revealed the design of the new trains that are due to enter service from May 2017. Constructed using strong, but lightweight materials such as aluminium for the body shell, the Crossrail trains will be light, yet well equipped for performance and customer comfort with features such as intelligent lighting and temperature control systems. The trains will regenerate electricity back into the power supply when braking to use up to 30 per cent less energy, as well as delivering faster journey times than the old trains they will replace between Liverpool Street and Shenfield. Large, clear areas around the doors will allow quicker and easier boarding and alighting.

A mixture of metro-style and bay seating will be available through the train, providing choice and comfort for passengers. The trains will be driver-operated with on-train passenger information systems delivering real-time travel information allowing them to plan their onward journeys whilst on-board. Free Wi-Fi will be available on the trains as well as on the platforms and people will have access to 4G.

The interior design and colour palette has been selected to provide an accessible and welcoming environment. The design includes darker floors and natural finish materials that will wear in, and not wear out, ensuring they retain their high-quality feel for years to come. The light coloured ceilings also maximise the feeling of height and openness inside the new trains. There will be four dedicated wheelchair spaces on each train and in addition, there will be a number of multi-use spaces available, where seating can be tipped up to accommodate prams or luggage.



Images of the future class 345 Aventras trains for Crossrail, being built by Bombardier in Derby, showing the exterior (*Above, Left*), the seating arrangements (*Above*) and the 'walk-through' feature (*Left*). Each train will provide space for 1,500 passengers in nine fully-interconnected, walk-through carriages. At over 200 metres in length, they are over one and a half times longer than the longest Underground train.

All images: Courtesy Transport for London

'CLASS 345' CROSSRAIL FLEET'S FACTS AND FIGURES:

- Air-conditioned.
- On-train audio and visual passenger information systems.
- Clearly distinguished priority seats.
- A fleet of 66 trains.
- 454 seats and 1,500 passenger capacity per train.
- Four designated wheelchair spaces.
- 10 'utility' areas throughout the train for buggies and luggage.
- Three double-doors on each side.
- Facility to speak to the driver in case of emergency.
- Nine fully-interconnected, walk through carriages.
- Each train 200 metres long.
- Cost to build each train is £13.2 million.
- Produced by Bombardier Transportation in Derby.