

EDITED PRESS AND NEWS RELEASES

TRANSPORT FOR LONDON

STRONG SUPPORT FOR PLANS TO TRANSFORM CAMDEN TOWN STATION

9 March 2016

Underground passengers could see Camden Town Underground station completely transformed over the coming years to improve access and capacity after proposals from TfL received strong support from residents, passengers and local businesses. Results from a public consultation published today show that 95% of respondents agree with the plans to upgrade Camden Town Underground station. A second consultation will take place later in 2016 on plans for the building above the proposed second entrance of the station. A third consultation in 2017 will also take place on the design of the new station. 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 existing station entrance would remain in use and no changes would be made to nearby buildings, helping to sustain Camden's unique character. London Underground is working closely with Camden Council on all proposals and, subject to funding and the relevant permissions, work on the station project could begin in 2019, for completion in 2023/4.

LONDON UNDERGROUND TO PILOT NEW ESCALATOR ARRANGEMENT AT HOLBORN UNDERGROUND STATION

10 March 2016

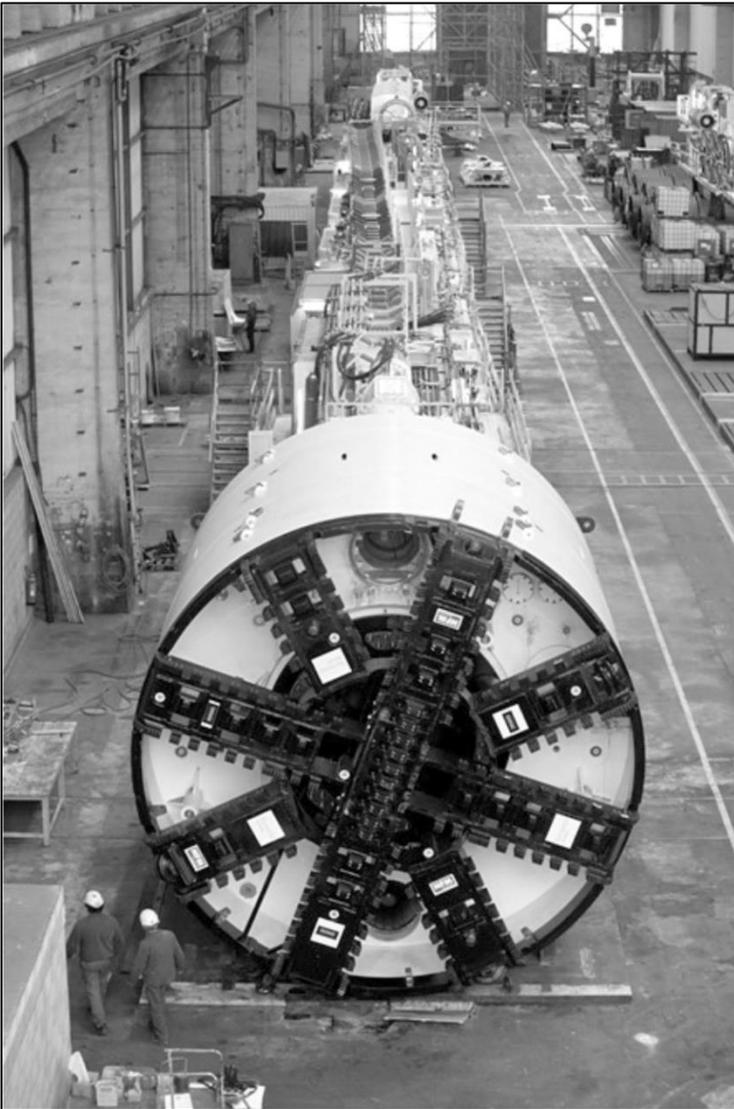
Passengers at Holborn station will be asked to stand on both sides of two 'up' escalators, in plans announced today to reduce congestion at the station. From 18 April 2016 the new arrangements will be in place for around six months, with a range of signage and passenger information, encouraging people to fill up the escalators by standing on both sides. The other 'up' escalator will still be available for people who want to walk.

A variety of messages, developed with the help of the behavioural science department at the London School of Economics, will be tested at different times to see which work best. These include standard instructions to passengers and 'light' messages that play on words about standing. These will be communicated in various ways, including using a talking projection of a staff member, electronic versions of the triangular 'stand on the right' signs that passengers pass as they travel up the escalator, signs on the floors, foot prints on the escalator steps, handprints on the handrails and station announcements.

The London Underground convention is for passengers to stand on the right of escalators, allowing others to walk on the left. However, at stations with very long escalators, such as Holborn, few passengers choose to walk, meaning that much of left-hand-side of the escalator is unused. A previous test held in November and December 2015, proved that as many as 30% more passengers could use an escalator in the busiest parts of the day if they stood on both sides. During that experiment, extra staff were brought in to ask passengers to stand on both sides. A similar arrangement will be in place at the start of the new trial, after which the staff will not be present and LU will be testing whether passengers will change their behaviour in the longer term through use of the signs and messages and force of habit.

MEET THE TWO GIANT TUNNEL BORING MACHINES THAT WILL BUILD THE NORTHERN LINE EXTENSION

11 March 2016



The construction of two new 650 tonne tunnel boring machines (TBMs), which will build the new Northern Line Extension tunnels under south London, is now complete. The two machines – which were built by NFM Technologies in Le Creusot in central France – are undergoing factory testing to ensure that all components are of the highest quality and fit together perfectly. Once this has been completed successfully, they will be dismantled later this year and shipped to London. Teams in Battersea will then start their final assembly, which is estimated to take three months.

Each TBM ‘cutting head’ which will do the excavation work is just over six metres in diameter. Each machine, over 100 metres long, will undertake two individual tunnel drives to construct the 5.2 metre diameter tunnels. The TBMs, which will be named by local school children, will run 24 hours a day, seven days a week stopping only for scheduled maintenance. As they advance forward, nearly 20,000 pre-cast concrete segments will be built in rings behind them.

Tunnelling for the Northern Line Extension, which will extend the line from Kennington to Battersea via Nine Elms, is due to begin in early 2017 and will take six months to complete.

Photo: Transport for London

Two new stations will be built, one at the heart of the Battersea Power Station redevelopment and another at Nine Elms to the east, serving new developments such as the US Embassy and the redevelopment of New Covent Garden Market, as well as existing communities.

The tunnelling will see over 300,000 tonnes of earth excavated and pass along nine conveyors before being loaded on to barges and taken to Goshems Farm in East Tilbury, Essex where it will be used to raise former landfill sites to create arable farmland.

CALEDONIAN ROAD UNDERGROUND STATION TO REMAIN OPEN DURING VITAL LIFT UPGRADE WORK

11 March 2016

Following an extensive assessment, TfL has announced that Caledonian Road Underground station will now remain open during essential lift upgrade work. The decision follows further assessments by TfL engineers and safety experts, which concluded that it would be possible to keep the station open while refurbishing the lifts one at a time over an 18-month period. A date for the start of the work will be announced soon.

TfL PUBLISHES 2016/17 BUDGET AND BUSINESS PLAN

15 March 2016

Transport for London’s proposed Budget 2016/17 and Business Plan has been published, setting out a wide range of further improvements to the transport network in the coming years. The document shows how investment in the public transport network will continue to deliver significant improvements for customers. These include:

- The continuing construction of Crossrail, which will revolutionise travel across London when it opens in 2018.

- The huge transformation of London Underground currently underway, with major stations being rebuilt, the Northern and Metropolitan lines being extended, and the Metropolitan, District, Circle and Hammersmith & City lines being modernised with a new signalling system to run more services.
- Preparations for the introduction of 24 hour weekend 'Night Tube' services on key lines.
- Doubling the station accessibility fund from £75 million to £150 million, making more stations step-free and ensuring the Mayor's target of 50 per cent of rail and Underground stations being made step-free by 2018 is on-track.
- Electrification of the Gospel Oak to Barking London Overground line and work to extend London Overground to Barking Riverside, alongside station improvements at stations taken over from West Anglia last year.

In addition, TfL is progressing the priorities set out in the GLA Budget published in February 2016 which will include £250 million towards two new Overground stations at Old Oak Common providing connections to the planned Old Oak Common HS2, Crossrail and national rail stations and regeneration to the local area, and £100 million towards a potential extension of the tram network to Sutton if the remaining funding shortfall can be addressed by reducing the scheme's cost or increasing the local contribution from development.

TfL is also planning the modernisation of the deep-level Underground lines, with a 'New Tube for London' for the Piccadilly, Bakerloo, Central and Waterloo & City lines. The extension of the Bakerloo Line would help meet the anticipated growth in south London.

TfL GIVEN THE GREENLIGHT FOR DEVELOPMENT ABOVE FUTURE NINE ELMS UNDERGROUND STATION

16 March 2016

New homes, offices and public space are set to be created in Nine Elms, after Lambeth Council granted Transport for London planning permission for a new development above and around the new station being built as part of the extension of the Northern Line. The development will see the delivery of 332 new homes, 84 of which will be affordable. It will also provide 5,332sq metres of new office space, 902sq metres of retail and leisure space as well as a new public square, pedestrian and cycle connections, cycle parking and disabled car parking spaces. Construction of the development will begin in 2020 when the Underground station is targeted to open and is expected to be completed in 2022.

MAYOR GIVES THE GREEN LIGHT FOR LONDON OVERGROUND EXTENSION TO BARKING RIVERSIDE

17 March 2016

The Mayor of London has signalled his support for a rail extension to serve east London's largest housing development site, by asking Transport for London to apply for powers to start construction. Following the Mayor's instruction, TfL will now apply to Government for a Transport and Works Act Order to start construction of the 4.5km extension of the Gospel Oak to Barking line. This extension would deliver London Overground services to a new station at the heart of the Barking Riverside community, with construction beginning in late 2017 and train services commencing in 2021. The extension is fully funded, with the majority of the £263m cost of the scheme being met by the developers, Barking Riverside Limited, a newly reformed joint venture between the GLA and London & Quadrant, who are providing £172m of funding. The remainder is being provided by TfL.

ARRIVA NAMED AS NEW OPERATOR FOR LONDON OVERGROUND

18 March 2016

Transport for London has announced that it intends to award the new London Overground operator contract to Arriva Rail London Limited. The £1.5 billion contract will cover seven and a half years with an option to extend for up to two additional years. Arriva will take over from existing operator LOROL in November 2016, and will support TfL in delivering further improvements for passengers. These will include modernised stations and more frequent services, the first of which will be on the North London Line. New trains will also be introduced in 2018, transforming journeys on London Overground routes out of Liverpool Street and on the Gospel Oak to Barking line.

Under the new concession, passengers on some routes will benefit from extended operating hours, and new services will be introduced on some routes on Boxing Day. Arriva will also be expected to deliver sustained improvements in performance levels, which have improved hugely since TfL took responsibility for London Overground routes in 2007. To support this, new incentives have been incorporated into the new contract, including financially penalising Arriva should incidents caused by

Network Rail, train and freight operators impact on London Overground services. Along with the tightening of the rail industry standard measurement for punctuality for commuter services to three minutes within the scheduled arrival time. These measures are being implemented to encourage closer working with Network Rail and Bombardier to continue to improve reliability and provide high quality services.

Arriva will operate all London Overground routes, including those that TfL took over last year from Liverpool Street station to Enfield Town, Cheshunt (via Seven Sisters) and Chingford, as well as services between Romford and Upminster.

WIMBLEDON TRAM SERVICES INCREASE BY 50 PER CENT

31 March 2016

On Monday 4 April 2016, services between Wimbledon and Croydon will rise from eight to 12 trams per hour. The increase in frequency follows the completion of work to build an additional tram platform at Wimbledon station late last year. A number of improvements have already been made in recent years including adding new track between Mitcham Junction and Beddington Lane which allows trams to travel in both directions simultaneously.

CROSSRAIL

FULL STEAM AHEAD FOR CROSSRAIL 2

16 March 2016

Crossrail 2 received a huge boost today, as the Chancellor of the Exchequer announced funding in the Budget allowing Transport for London and Network Rail to forge ahead with full scale technical development of the railway. This will enable construction to start in the early 2020s, which would allow the railway to be operational by 2033.

The announcement follows the National Infrastructure Commission (NIC) report last week that said Crossrail 2 'should be taken forward as a priority', backing the railway as the only infrastructure project capable of meeting the demands of London's future growth. The report recommended submitting a hybrid bill by autumn 2019 and today's Budget announcement provides funding which, together with TfL funds, will enable the scheme to move forward on that schedule immediately.

Crossrail 2 would serve central London through an underground tunnelled section between Wimbledon and Tottenham Hale and New Southgate, connecting to existing National Rail routes in Surrey and Hertfordshire.

STRATHCLYDE PARTNERSHIP FOR TRANSPORT

NEW SUBWAY TRAINS UNVEILED

4 March 2016

Strathclyde Partnership for Transport (SPT) has taken a significant step in the Subway Modernisation Programme approving the award of contracts to Stadler Bussnang AG / Ansaldo STS Consortium for the supply of new trains, signalling and equipment, valued at £200 million. The announcement was made following a meeting of the SPT which approved the recommendation that the consortium offered the best value and solution option to deliver the contract. The new rolling stock will provide the travelling public with a much improved journey experience and the system will be more flexible in terms of frequency and availability.

The dimensions of the Glasgow Subway are unique, and therefore the 17 new trains will be the same length and size as existing rolling stock but will be a four-car set, as opposed to the current three-car set, with open gangways to maximise the space available and allow for wheelchair access with wheelchair users able to access the system at St. Enoch in the City Centre and Govan at the new transport interchange which is currently under construction. The Subway's signalling equipment, control systems and control centre will all be replaced to accommodate the new Subway trains and enable improved availability and reliability.

The system will include new platform screen doors, which will be 'half height' to preserve as much space and openness within the stations as possible while still maintaining passenger safety and security.



Artist's impression of the new Glasgow Subway rolling stock of which there are to be 17 walk-through four-car trains.

Above: The base colour will be pale grey with orange doors and doorway areas and a dark grey section along the roof (*Left*). The 'old' (left) and new' (right) side by side at what is presumed to be a 'transition' stage (*Right*) depicted at Kelvinhall. However, it is thought that this view won't actually happen as such, as platform screen doors will have to be fitted for the new trains. The picture of the new train suggests there will be no driver and cab, although some manual means of intervention will be necessary during failure conditions. Nothing has come to light yet whether the trains will totally unmanned or whether there will be a member of staff on board. One wonders if this illustration suggests that one Circle will be closed at a time to phase in the new trains (like when it was converted from cable to electric traction in 1935) and not for the almost three years it totally closed from May 1977 to April 1980.

Below: The platform screen doors are to be 'half-height' and not floor-to-ceiling (*Left*). Interior of the new stock (*Right*), with 'walk-through' between all four cars and offering views of the route ahead (and to the rear).

Illustrations: Courtesy SPT / Stadler

