

# **EDITED PRESS AND NEWS RELEASES**

## **TRANSPORT FOR LONDON**

### **BOOST FOR LONDON OVERGROUND USERS AS CAPACITY INCREASED**

**6 January 2016**

The work to lengthen trains on London Overground from four carriages to five has been completed. The new carriages, which increase passenger capacity on the East London, West London, North London and Euston to Watford routes by 25%, will help meet the increasing demand and provide room for an extra 170 passengers per train. The increase from four to five-carriage trains began in November 2014, has now been completed, the Euston – Watford service being the last to benefit.

Since TfL took over suburban rail routes from Silverlink in 2007 and created London Overground, passenger numbers on the routes have increased sixfold. Previously under-used parts of the rail network have been brought back into full use, while services have been radically improved with continuing investment and expansion to parts of the Capital once not well served by rail.

Stations have been brought up to modern standards, with CCTV, better security, a turn up and go service for disabled Londoners and staff present at every station at all times.

To accommodate the five-car trains a programme of infrastructure upgrades has been required, which include construction of extra train stabling facilities at Silwood and Wembley, and reconfiguration of the existing maintenance depots at New Cross Gate and Willesden.

### **LU CALLS FOR TENDERS FOR DESIGN AND BUILD OF NEW TUBE FOR LONDON**

**18 January 2016**

London Underground took a significant step today in its search for a manufacturer to design and build the New Tube for London by issuing an Invitation to Tender (ITT). Five pre-qualified manufacturers – Alstom, Bombardier, CAF, Hitachi and Siemens – can now proceed to the next stage of the formal procurement process with LU over the design and build of the next generation of Underground trains, which will come into service from the early 2020s.

The New Tube for London will be on deep-level lines – the Piccadilly, Waterloo & City, Bakerloo and Central lines. It will also mean the first air-cooled trains on the deep-level sections of the Underground. In addition, the new trains will feature improved accessibility and safety features including walk-through carriages and wider doors.

The building of the 250 new trains, which will feature attractive internal styling that echoes the Underground's heritage, will also help to support new jobs and growth elsewhere in the UK. They will be designed and built to be 'future-proofed', which will include the capability for fully automatic operation, given that the New Tube will serve London for around 50 years.

Along with modernised signal systems operating alongside them, the trains will boost capacity on all four deep-level lines:

- The Piccadilly Line by 60% (the equivalent of up to 21,000 passengers per hour).
- The Waterloo & City Line by 35% (the equivalent of up to 7,000 passengers per hour).
- The Bakerloo Line by 25% (the equivalent of up to 9,000 passengers per hour).
- The Central Line by 25% (the equivalent of up to 12,000 passengers per hour).

Bidding parties will need to return their proposals to LU in summer 2016 with the contract to build the new trains awarded in autumn 2017.

LU placed a notice in the Official Journal of the European Union (OJEU) in February 2014 seeking expressions of interest to build the new trains. This enabled LU to put together a shortlist of five bidders which have now been issued with the ITT. The OJEU notice quoted a range of between £1bn and £2.5bn for 250 new trains. The New Tube for London programme will see approximately:

- 100 trains for the Piccadilly Line.
- 10 trains for the Waterloo & City Line.
- 40 trains for the Bakerloo Line.
- 100 trains for the Central Line.

A public exhibition was launched by the Mayor of London, Boris Johnson, in October 2014 to showcase a concept design for the New Tube for London. Transport for London's team worked with transport

design specialists PriestmanGoode to ensure that there was a balance between the design and function of a train that will serve London for decades to come, and respect the world-renowned and instantly recognisable design heritage of London Underground. (See *Underground News* No.636, December 2014, pages 609-612).

## **WORK TO MAKE FINSBURY PARK UNDERGROUND STATION STEP-FREE**

**30 January 2016**

Transport for London (TfL) has announced that major work to make Finsbury Park Underground station step-free will begin on Monday 1 February following successful preparatory work over Christmas. As part of a series of improvements to Finsbury Park Underground station, two new lift shafts will be built to provide step-free access in 2019 from street level to the trains at one of London's busiest Underground stations outside of zone one.

While the work is carried out on the first of the new lifts, the main staircase that serves the eastbound Piccadilly and northbound Victoria Line platforms will temporarily close from Monday 1 February 2016 until mid-September 2016. Passengers will have to use the three other staircases between the National Rail passageway and the east/northbound Underground platforms. These improvements are in addition to the enhanced CCTV and customer information as well as new ticket machines recently commissioned at the station.

## **MAJOR IMPROVEMENT WORKS AT PADDINGTON PAVES THE WAY FOR CROSSRAIL**

**19 February 2016**

Major improvement works at Paddington Underground station are set to begin in April in order to boost capacity at the station, renew the escalators and to construct a new passenger tunnel in preparation for the arrival of Crossrail. The improvement at Paddington will mean that Bakerloo Line trains will not stop at the station from Saturday 2 April until mid-August. During this time, engineers will carry out a major renewal of both of the heavily-used escalators serving the Bakerloo Line which will extend their life by a further 20 years. A new 165m tunnel underneath the station will be built to enable passengers to interchange between the Bakerloo Line and new Crossrail platforms, which will become operational from 2018. The new pedestrian link will incorporate escalators, lifts, stairs and new passageways. Currently around 165,000 passengers use Paddington Underground station daily – with 82,000 people using the Bakerloo Line. When TfL-run Crossrail arrives from 2018, the number of passengers using TfL services at Paddington is expected to be 248,000. The platforms will reopen in time for the Notting Hill Carnival on Sunday 28 and Monday 29 August.

## **DISASTER TRAINING EXERCISE**

**26 February 2016**

Transport for London is taking part in Europe's biggest ever disaster training exercise, run by London Fire Brigade, next week. TfL have supplied seven redundant Underground train carriages<sup>1</sup> and numerous station props to help set the scene for the exercise, which will begin in Dartford on Monday 29 February.

The exercise has been over a year in the planning and will provide an opportunity for organisations involved in disaster response – local authorities, TfL and emergency services – to practice and test their response skills and functions. Members of the LFB will be joined by firefighters from Italy, Hungary and Cyprus who will also be mobilised to the incident.

## **CROSSRAIL**

### **KEY MILESTONES FOR CROSSRAIL PROJECT DURING 2016**

**29 January 2016**

During 2016, the major fit-out of the new tunnels and stations will continue and the first Crossrail train will roll off the production line for testing. Eight 1,000 tonne tunnelling machines have bored 42 kilometres of new 6.2m diameter rail tunnels under London. Another 14km of new passenger, platform and service tunnels have been constructed using a technique called sprayed concrete lining.

Fit-out of the tunnels, shafts and portals is underway and construction continues to advance on the ten new Crossrail stations. Platform construction is more than 50 per cent complete and the installation of

<sup>1</sup> Eight carriages were used. See page 252, this issue.

the structures to support the platform screen doors has begun at several stations including Bond Street and Tottenham Court Road.

With three quarters of the Crossrail route running above ground, Network Rail will continue to prepare the existing railway in outer London, Berkshire and Essex for the arrival of Crossrail. In 2016, this major programme of surface works will include upgrades to track and electrification of key sections of the Crossrail route alongside the redevelopment of several stations, including Ealing Broadway.

Transport for London has been operating the services between Liverpool Street and Shenfield since last May, while station and track work along this route continues in preparation for the new Crossrail trains. This year TfL will start station improvement works at a number of stations along the route including at Ilford, Manor Park and Seven Kings. These will include deep cleans, remodelling and repainting as well as improved signage and lighting.

The Crossrail test train is being constructed in Derby by Bombardier and will go through a rigorous testing programme before the first train enters service in May 2017. The trains will be 200 metres long and able to carry 1,500 passengers with walk through carriages.

Upcoming Crossrail milestones include:

- Construction of the major new Crossrail depot at Old Oak Common will continue ahead of the completion of the first part in 2017.
- Bombardier will complete the first Crossrail trains for TfL at their facility in Derby in 2016 before they are tested on tracks ready for delivery to London for entry into service in May 2017.
- Installation of the permanent track in Crossrail's tunnels will conclude during 2016. Over 50km of new track will be laid in total using a fleet of customised machines. Work will commence on the installation of over 4km of platform screen doors and 1.5 million metres of cabling will be used in the delivery of mechanical and electrical systems like overhead line equipment to power the trains and to supply high voltage power to the stations. The complex task of furnishing the tunnels and stations with ventilation, signalling systems, communications and everything else that is required to run Crossrail's new trains beneath the streets of London will continue throughout 2016.
- This year TfL will appoint the contractors to provide step-free access at Maryland, Manor Park and Seven Kings stations.
- The first package of station improvements carried out by TfL will improve stations on the above ground sections of Crossrail between Liverpool Street and Shenfield throughout the year. This includes opening up station ticket halls, gating, improved signage and lighting as well as repainting and tiling.
- Step-free access work will also begin at stations along the TfL Rail route from this summer.
- Significant works to create a new interchange at Paddington between the existing Underground station and the new Crossrail station will take place between April and August.
- A new station entrance is already in place at Whitechapel station to allow for Crossrail works.
- Network Rail will continue major surface works on the existing rail network. The construction of new ticket halls will begin at stations including Ealing Broadway, Hayes & Harlington and Southall. A new dive-under at Acton will be complete by the end of 2016 and other major trackwork across the route and electrification in west London and Berkshire will continue.
- Passengers will be given a glimpse of the future when the final Crossrail station designs are released during a series of major design exhibitions.
- The field work for the UK's largest archaeology project will conclude, and as the lab analysis progresses the first findings will be published in a series of books.
- Crossrail will launch its Learning Legacy website in spring 2016 as a resource for UK construction and to help inform future infrastructure projects. The portal will collate knowledge and the lessons learned during the construction of Crossrail.
- Crossrail will deliver more than 3 million sq. ft. of commercial, residential and retail property above Crossrail sites across London. Development partners will be procured for the remaining five over-site developments during 2016 and Crossrail will submit its final planning application in central London for a 256,000 sq. ft. office scheme at Liverpool Street.
- The Crossrail Art Programme will finalise the remaining funding partners and artists for large-scale permanent art-work at seven new central London stations.

- London's population is set to grow from 8.4 million today to around 10 million by 2030. The Government, the Mayor of London and TfL are investing in Crossrail and other transport infrastructure to support access to jobs, education, and housing to boost economic growth.

Crossrail will add 10 per cent capacity to central London's rail network. It will serve 40 stations, connecting Reading and Heathrow in the west with Shenfield and Abbey Wood in the east. TfL-run Crossrail services through central London will commence in December 2018.

## **CROSSRAIL TO BECOME THE ELIZABETH LINE IN HONOUR OF HER MAJESTY THE QUEEN**

**23 February 2016**

Her Majesty the Queen today visited the under-construction Crossrail station at Bond Street as the Mayor of London, Boris Johnson MP, announced that the new railway will be known as the Elizabeth Line in her honour. The Queen was presented with a commemorative Elizabeth roundel, and met a wide range of people involved in the construction of Crossrail. This included apprentices working on building the railway, engineers fitting out the station and drivers of the trains that will serve the line.

Crossrail trains will start operating in five phases:

- Liverpool Street to Shenfield – May 2017.
- Heathrow to Paddington (mainline platforms) – May 2018 (when the Crossrail concession takes over the Heathrow Connect service).
- Paddington (Crossrail platforms) to Abbey Wood, through the new central tunnels – December 2018.
- Paddington (Crossrail platforms) to Shenfield – May 2019.
- Full through service (including services to Reading) – December 2019.



**Above:** Unveiled on 23 February 2016, the roundel itself is purple and has a blue bar with white lettering.

**Left:** Her Majesty The Queen and Mike Brown MVO at Bond Street during the visit.

**Photos: Transport for London**