

EDITED PRESS AND NEWS RELEASES

TRANSPORT FOR LONDON

MAJOR BREAKTHROUGH FOR NORTHERN LINE EXTENSION AS TUNNELLING MACHINES REACH FINAL DESTINATION

8 November 2017

The Northern Line Extension to Battersea reached a major milestone today with the completion of tunnelling work. Huge tunnel boring machine, Amy, broke through at Kennington, which means that the two 3.2km tunnels from Battersea Power Station, via Nine Elms, have now been built. Since their launch in the spring, Helen and sister tunnelling machine Amy have been working around the clock to create the north and southbound tunnels that will extend the Charing Cross branch of the Northern Line.

The extension, targeted for completion in 2020, is the first major extension to an Underground line since the Jubilee Line in the late-1990s.

A conveyor system was used to take more than 300,000 tonnes of excavated earth to barges on the River Thames where it was transported to Goshems Farm in East Tilbury, Essex, saving thousands of lorry journeys from the Capital's roads. The earth has been used to create arable farmland. The cutter head of both machines will now be lifted by crane out of the shafts at Kennington while the rest of the machines will travel back to Battersea and be lifted, in parts, out of the ground there.

NEW GENERATION OF DLR TRAINS TO SUPPORT LONDON'S GROWTH

17 November 2017

Transport for London took a significant step today in its search for a manufacturer to design and build a new generation of trains for the Docklands Light Railway, by issuing an Invitation to Negotiate. Four pre-qualified bidders – Alstom Transport UK Ltd., Bombardier Transportation, Construcciones y Auxiliars de Ferrocarriles, S.A. and a consortium, consisting of Siemens PLC, Stadler Bussang AG and Stadler Rail Valencia SAU – can now proceed to the next stage of the formal procurement process for the new trains, which will come into service from 2022.

The order will include 43 new walk-through trains to increase capacity on the DLR by up to 30 per cent, which is needed to support the continuing redevelopment of the Docklands area. The new trains will replace rolling stock, some of which is nearly 25 years old. They will feature on-board real-time information, air-conditioning and mobile device charging points for the first time. The contract to build the new trains will be awarded in autumn 2018.

BENEFITS OF TFL FARES FREEZE CONFIRMED AS NEW BUSINESS PLAN SEES RECORD INVESTMENT IN TRANSPORT

24 November 2017

TfL has today published its updated Business Plan, which covers the period from 2017/18 to 2022/23. The strategy seeks to reduce reliance on the car, tackle air pollution and change the face of the travel in London so that 80% of journeys are made by public transport, cycling or walking by 2041. TfL needs to absorb an average £700m per year cut in Government funding over five years, with the general grant to support operating costs removed from 2018/19. London will become one of the only major cities in the world with a public transport and road network that doesn't receive Government subsidy to support operating costs.

The latest passenger figures show the benefit of the Mayor's freeze of TfL fares in encouraging more people to use public transport. London Overground, where fares are frozen by the Mayor, was the only one of the four main train operators within London and the South East to see passenger numbers rise.

Londoners will also see a huge range of improvements designed to achieve the Mayor's aim, including:

- The successful delivery of Crossrail from December 2018, which will redefine travel in London, delivering an additional 10% rail capacity in Central London, with step-free access at every station.
- Continued modernisation of London Underground to provide increased capacity and more frequent and reliable services. From next year, the first sections of the Circle and Hammersmith & City lines will run under new signalling that, when complete, will provide 32 trains per hour in Central London, a service level currently only seen on the digitised Underground service of the Victoria Line. Work will also begin on providing new trains and signalling on the Piccadilly Line, which will provide 60% extra capacity and a brand new next-generation fleet of trains.

- Brand new fleets of trains on the Docklands Light Railway and London Overground networks, boosting capacity and supporting the development of large swathes of London.
- Along with the entire Crossrail, by 2021/22, more than 40% of London Underground stations will become step free.
- Supporting transport improvements to deliver new homes and jobs. TfL will complete the Northern Line extension to Battersea, the extension of the London Overground to Barking Riverside and continue to progress plans for Crossrail 2 and the Bakerloo Line extension.

Along with TfL fares being frozen, the business plan also protects all TfL's travel concessions, with free or discounted travel for those who need it most, including children, people aged over 60, and those on income support.

NIGHT OVERGROUND TO LAUNCH FRIDAY 15 DECEMBER 20 November 2017

It has been announced that Night Overground services will begin in east London on Friday 15 December 2017. The 24-hour services will operate on Friday and Saturday nights on London Overground between New Cross Gate and Dalston Junction, providing interchange with the Jubilee Line Night Tube at Canada Water. Night Overground will be extended to Highbury & Islington next year, enabling interchange with Night Tube on the Victoria Line.

Because of Crossrail work taking place at Whitechapel, London Overground night services will initially not call there until work is complete, expected to be from the summer of 2018.

4G MOBILE COVERAGE ON THE UNDERGROUND ON TRACK TO BEGIN FROM 2019 25 November 2017

Significant progress has been made on delivering a 4G mobile network on the Underground following a successful technology trial on the Waterloo & City Line, Transport for London has confirmed. The trial, which took place during the summer, saw 4G cellular technology tested in tunnels and stations on the Waterloo & City Line. Once live, the increased connectivity will, for the first time, allow passengers to check their e-mails, read the latest news and social media updates as well as check for live travel information while underground.

All four major mobile network operators (Vodafone, O2, Three and EE) participated in the design of the trial, with Vodafone and O2 carrying out testing within the tunnels, which took place in non-traffic hours.

As well as providing valuable insight into how this technology could be introduced more widely onto the Underground, the trial also tested making data calls from one station to another without dropping mobile reception. The trial also allowed TfL to practice laying new fibre cables within stations and tunnels, which will be crucial for other elements of TfL's wider digital connectivity strategy. Following the trial, all active test equipment was removed from the stations and tunnels.