

EDITED PRESS RELEASES

TRANSPORT FOR LONDON / LONDON UNDERGROUND

7 June 2010

TRANSPORT FOR LONDON APPOINTS NEW TUBE LINES CHIEF EXECUTIVE OFFICER

Transport for London (TfL) today announced that it has appointed Andie Harper to be the new Tube Lines Chief Executive Officer (CEO). Although he will officially take up the post following TfL's acquisition of Tube Lines, Andie Harper – who led the smooth and efficient transfer of Metronet from administration to TfL – will be appointed CEO (Designate) immediately and will begin working alongside current Tube Lines CEO Andrew Cleaves to ensure a smooth transition. Andrew Cleaves will leave Tube Lines following TfL's acquisition of the company, planned by the end of June.

TfL's acquisition of Tube Lines will effectively free London from the complex PPP structure and will provide greater flexibility to manage the Underground upgrade programme, alongside all the other improvements being delivered across London's transport network. Following transfer, TfL's priority will be delivery of the Jubilee Line upgrade as soon as possible. TfL will also begin work to review Tube Lines' upgrade programme with the aim of delivering the line upgrades to a timetable that suits London and minimises disruption to customers and businesses, with the best possible value for money. TfL also anticipates being able to generate substantial savings.

VICTORIA UNDERGROUND STATION TO BE TRANSFORMED

7 June 2010

Victoria Underground station, one of the busiest and most congested on the network, is set for a radical £700 million transformation as TfL today announced that a contract has been awarded for its redevelopment. VINCI BAM Nuttall Limited joint venture will reconfigure Victoria station – creating a brand new ticket hall, doubling in size the existing southern ticket hall, and installing new entrances, nine new escalators and step free access. The station redevelopment is essential to supporting the upgrade of the Victoria Line and the two together will result in quicker, easier, and less congested journeys for thousands of Londoners.

Redevelopment work will begin next year that will deliver:

- Cuts in peak time congestion and improved capacity with a new North Ticket Hall and entrance to the station beneath Bressenden Place allowing passengers from Victoria Street to enter the station without crossing busy roads above ground.
- Better station access for all passengers with new lifts in the enlarged existing South Ticket Hall providing step-free access to all platform levels and wider stairs to the national rail station.
- A new passageway to the north end of the Victoria line platform.
- Seven new lifts providing step free access from street to the Victoria Line and for interchange with District and Circle line platforms.

The station will be constructed in two main phases in order to deliver it in the most cost effective way. The first phase is the construction of the new entrance and the new North Ticket Hall under Bressenden Place, which will start in 2011 and be completed in 2016. The remainder of the upgrade works including new lifts and escalators from the existing Victoria Line ticket hall which will be doubled in size will be completed by 2018. During the upgrade work TfL will work closely with the contractors to ensure any possible disruption is managed with as little impact as possible on passengers using this key interchange.

14 June 2010

TfL CONCLUDES MULTI-MILLION POUND NEGOTIATION AS LONDON BRIDGE QUARTER BUYS OUT SHARD LEASE AGREEMENT

Transport for London today announced that it has sold its lease agreement at the Shard in a deal that will contribute a multi-million pound cash sum to TfL's established efficiency savings programme. London Bridge Quarter (LBQ), a joint venture between the State of Qatar and Sellar Property Group, has acquired TfL's agreement to lease nearly 200,000 sq ft of office accommodation in the Shard at London Bridge. The precise terms of TfL's deal with LBQ are commercially confidential. As a result of agreeing an excellent commercial deal, TfL will continue to occupy its current portfolio of head office buildings and will review market options for the next step of its long-term accommodation consolidation strategy, while always seeking the best value for money. Last year TfL announced that in light of financial pressures – including a drop in Underground passenger numbers due to the economy and the impact of the collapse of Metronet – it was doubling its efficiency programme to over £5bn to safeguard investment in the Underground, deliver Crossrail and improve and expand London's transport network.

To help deliver the £5bn savings, £160m in efficiencies have been identified from rationalisation of accommodation into hubs outside central London, that bring together staff previously based across a large number of more expensive and older properties.

As a result of the decision not to move to the Shard, combined with other operational property savings, the projected accommodation efficiency savings are now on target to reach £160m and deferring TfL's requirement for new office space will contribute to this.

During 2009/10, TfL achieved efficiency savings totalling £306 million, which was £54m in excess of the target. TfL's savings target during the current financial year is in excess of £500m. Major components of TfL's £5bn efficiency programme to 2017/18 include reductions in the number of temporary workers and consultants, the recent re-letting of the Oyster contract, cutting marketing, press and research budgets and rationalising IT systems. These elements alone will save over £1bn. TfL will continue to work with Sellar Property Group in considering its options for alternative accommodation.

TfL MAKES DATA FREELY AVAILABLE FOR SMART DEVELOPMENT

15 June 2010

A wealth of new information about London's Underground, buses and river services is being made available online so that web developers can use it to create products such as mobile phone applications (apps) that help passengers. From today developers can also use the data for commercial gain without the need to get permission from TfL. By lifting previous restrictions, digital developers can now independently develop and sell products using TfL data. Basic information will remain available free of charge to the public on www.tfl.gov.uk. But Transport for London hope the move will encourage developers to put together a wider range of high quality services and applications.

By using TfL's Developers' Area web developers are now able to access a number of data sets and feeds to live London Underground travel news on London's Datastore. By the end of June developers will also be able to find information on bus routes and bus stops and data from London Underground's Rolling Origin and Destination Survey (RODS). Data on bus timetables and schedules will follow. Information currently in the Datastore includes:

- Planned weekend Underground work.
- Station locations (for Underground, DLR and London Overground).
- River Thames pier locations
- Findaride (licensed private hire operators)
- Oyster Ticket Stop locations

Developers visiting the London Datastore will be directed to a TfL Developers' Area to access the data, where a set of developer guidelines cover issues such as brand protection, accuracy and update frequency. This will allow customers clarity about the services produced by TfL versus the wider developer community and encourage developers to ensure that their apps use the latest TfL

data feeds. More data feeds will be made available on the TfL Developers' Area shortly. The changes to terms and conditions refer to information available in this area only. Maps and other intellectual property such as the use of the roundel will still be subject to license.

NEW ERA FOR THE TUBE AS TfL COMPLETES ACQUISITION OF TUBE LINES

27 June 2010

The Mayor of London, Boris Johnson and Transport for London (TfL) today confirmed that the agreement to purchase the shares of Tube Lines from its shareholders Bechtel and Amey (Ferrovial) has been concluded, and Tube Lines is now a wholly owned subsidiary of TfL. The move will give the Mayor's transport authority greater flexibility to manage the vital programme of Underground upgrades alongside the other improvements being delivered across the transport network. TfL is also confident that the new arrangement will enable it to deliver substantial savings. An urgent review of the PPP upgrade programmes will be TfL's first objective, with the aim of delivering the Underground improvements London and the wider UK economy needs with the best possible value for money and with the minimum of disruption for Londoners and businesses. Amey (Ferrovial) will continue to provide management and maintenance services on the Jubilee, Northern and Piccadilly lines on an ongoing basis. Bechtel will continue to work with London Underground for an interim period to ensure a smooth transition of the capital works programme to London Underground (LU). The agreement also means:

- Underground upgrade and maintenance work can proceed without further calls on fare payers' and taxpayers' money, meaning there is no longer any PPP funding gap.
- LU's first priority will be the completion of the Jubilee Line upgrade, delivering more frequent and reliable trains, as soon as possible.
- LU will now be able to establish the best way of delivering the upgrade of the Northern and Piccadilly lines, within available funding and with synergies achieved alongside its existing upgrade programmes for the Victoria and Sub Surface Lines (Circle, District, Hammersmith & City and Metropolitan lines).
- TfL and the Mayor have already acted to limit the disruption caused by Northern Line upgrade work previously planned by Tube Lines. TfL has also committed to review the future closure programme now that direct control of the upgrade of the line has transferred to LU.