

EDITED PRESS RELEASES

TRANSPORT FOR LONDON

LONDONERS URGED TO PLAN AHEAD FOR GAMES TRAVEL AS FULL AND FINAL UNDERGROUND AND RAIL 'HOTSPOT' DATA RELEASED

23 April 2012

London 2012, Transport for London, Network Rail, train operating companies and the Association of Train Operating Companies (ATOC) today published full and final information on when and where the UK's Underground and rail networks will be most affected during this summer's London 2012 Games. The information on the 'hotspots' came as Londoners and those who live, work and travel in the capital were urged to plan and explore their alternative travel options.

While around two thirds of Underground and DLR stations will be unaffected, the spread of 'hotspot' stations across the public transport network means that the DLR, Central and Jubilee lines will be exceptionally busy at certain times throughout the Olympic and Paralympic Games. For those who still need to travel at peak times, TfL, Network Rail, the train operating companies and ATOC have now provided the complete and final picture on which stations will be most affected, and advice on alternative travel options, available at www.getaheadofthegames.com Examples of station and Underground 'hotspots' include:

- **Bank Underground and DLR station** – will be exceptionally busy between 08.00 and 10.00 and 16.00 to 22.00 on weekdays throughout the Olympic Games, and 08.00 to 11.00 and 14.30 to 20.00 on weekdays throughout the Paralympic Games due to spectators using the Central Line to travel to and from events at the Olympic Park, the DLR to travel to and from events at Greenwich Park and ExCeL and because they will be interchanging there.
- **Earl's Court Underground station** – will be exceptionally busy throughout the Olympic Games due to the Olympic Volleyball events being held at Earl's Court. The station will be particularly busy during the changeover periods between the three daily events that will take place, and will be busiest from midday, and in the early evening and late evening from Saturday 28 July to Sunday 12 August.
- **London Bridge station** – will be exceptionally busy between 07.00 and 09.30 and 16.00 to 21.30 throughout the Olympic and Paralympic Games – including at weekends. Spectators travelling to and from venues in the Olympic Park, ExCeL, North Greenwich Arena, Greenwich Park and the Royal Artillery Barracks in Woolwich will pass through or change trains here and the Jubilee Line at London Bridge will be particularly busy.
- **London Waterloo NR station** – will be exceptionally busy throughout the Games as it is a key interchange station for spectators, particularly those travelling to Eton Dorney for rowing, the cycling time trial event at Hampton Court, the sailing at Weymouth, the tennis at Wimbledon or those arriving for events in central London – including beach volleyball, the triathlon and the cycle road races. The station will particularly busy between 07.30 and 10.00 on weekday mornings throughout the Olympics and Paralympic Games.
- **Mile End Underground station** – will be busier than usual throughout the Games because of the Olympic Games Live Site in Victoria Park. It will be particularly busy between 07.30 and 09.30 as spectators head to the events in the Olympic Park and between 22.30 and 01.00 during the Olympic Games as people leave the Olympic Park and the nearby Live Site.

SHORTLISTED BIDDERS FOR THE BANK STATION CAPACITY UPGRADE PROJECT

24 April 2012

London Underground announced today the four bidding groups who have been shortlisted to go through the new Innovative Contractor Engagement (ICE) procurement process for the Bank Station Capacity Upgrade project. The Bank and Monument Underground station complex is located in the heart of the City of London financial district and is the fourth busiest interchange station on the Underground network with 96,000 passengers during the morning rush hours, which is set to increase. The upgrade project will, by 2021, deliver increased capacity at Bank station and a step-free route between the Northern Line platforms, DLR and street levels.

Following the advertisement in the Official Journal of the European Union (OJEU) in November 2011, LU has completed its evaluation of the Pre Qualification Questionnaire (PQQ) responses and aims to award a contract by July 2013.

The pre-qualified bidders are listed in alphabetical order:

- BFK Joint Venture (BAM Nuttall, Ferrovial SA & Kier).
- CVC Joint Venture (Costain, VINCI Grand Projets & VINCI Construction).
- Dragados SA.
- MBA Joint Venture (Morgan Sindall, Balfour Beatty & Alpine Bemo Tunnelling).

CROSSRAIL

SHORTLIST FOR MAJOR TUNNEL FIT-OUT CONTRACT CONFIRMED

22 March 2012

Crossrail today announced that the following organisations have been shortlisted for the major fit-out of the new rail tunnels. The indicative value of the C610 contract is in the region of £400m.

- Alstom Transport / TSO / Costain Ltd Joint Venture
- Balfour Beatty Rail Ltd
- BAM Nuttall Ltd / Ferrovial Agroman SA / Kier Construction Ltd Joint Venture
- Laing O'Rourke Construction Ltd / Volker Rail Joint Venture
- Rhomberg Bahntechnik GmbH / Alpine Bau GmbH / FCC Construcción SA Joint Venture



Construction of Crossrail's tunnels will get underway next month when the first tunnel boring machine is launched from Royal Oak. By late 2014, the construction of over 21km of twin-bore tunnel, stretching across the capital via central London and Docklands, will have been completed. As construction concludes, work will get underway to fit-out the tunnels with the necessary track and overhead power equipment to enable Crossrail trains to operate from 2018.

CANARY WHARF CROSSRAIL STATION WORKS COMPLETED AHEAD OF SCHEDULE

26 March 2012

Canary Wharf Group plc has completed construction of Canary Wharf Crossrail station's platform level five months ahead of schedule, making it ready to receive the two giant eastern tunnel boring machines in 2013. Construction of the Crossrail project began at North Dock in Canary Wharf less than three years ago. Since then the construction team has driven over 1,000 piles and pumped nearly 100 million litres of dock.



About 300,000 tonnes of material has been excavated from beneath the dock bed and almost 375,000 tonnes of concrete poured. Canary Wharf Contractors Limited, the construction arm of Canary Wharf Group, has created a station box that is more than 250m long and 30m wide, approximately the same size as One Canada Square laid on its side, Britain's tallest operational building. Twenty-eight metres below the surface of the dock, twin 7.6m diameter rings are now in place at both ends of the station ready to receive the eastern tunnel boring machines.

MAJOR MOORGATE DEVELOPMENT APPLICATION APPROVED

27 March 2012

Plans submitted by Crossrail and Aviva Investors for a commercial and retail development above the new Crossrail Liverpool Street Station western ticket hall shaft at 101 Moorgate have been given the go ahead by the Corporation of London. The new scheme will comprise approximately 88,000 sq-ft of new retail and commercial space in the City on Moorgate. The previous 1970s office building and former HQ's of Amro Bank and Norton Rose, 101 Moorgate, has already been demolished for Crossrail to sink a shaft to provide access to Crossrail's east and westbound tunnels.

The new development will integrate carefully with the new and existing railway and will be constructed over part of the new Crossrail station and in part over the existing Metropolitan and Circle Line tracks to Moorgate.

101 Moorgate is on the west side of Moorgate next to the proposed new western entrance to Crossrail's Liverpool Street station. The development will wrap over and around the associated ventilation and emergency intervention shaft, the 'Moorgate Shaft', for the station.

CROSSRAIL PLANS TO TRANSFORM TOTTENHAM COURT ROAD AND WEST END APPROVED

20 April 2012

Westminster City Council has given its approval for the regeneration of Tottenham Court Road and the east end of Oxford Street, including the former Astoria site. The development plans, submitted in conjunction with Derwent London, are for two above ground developments located over each ticket hall of the integrated Tottenham Court Road station that will serve both Crossrail and London Underground passengers.

The 500,000 sq ft of premium retail, office and residential accommodation will cover four blocks, boosting the economy in the eastern end of Oxford Street and Tottenham Court Road. It will also deliver a significant contribution towards the Crossrail funding package.

A new theatre to replace the former Astoria Theatre has also been approved. Derwent London has entered into an agreement with Nimax who will operate the new 350 seat theatre.

London Underground and Crossrail have also gained approval for plans to renew and upgrade the public spaces around the eastern ticket hall and St. Giles area. A new open pedestrian space linking Soho Square and Charing Cross Road will create new views of the Square and of St. Patrick's Church.