

# EDITED PRESS RELEASES

## TRANSPORT FOR LONDON

### TRANSPORT FOR LONDON INVITES ARCHITECTS TO SUBMIT PLANS ON 55 BROADWAY

5 August 2013

Transport for London has begun the process of tendering architects to assess the potential use of its historic London Underground Headquarters at 55 Broadway, once its staff relocate in 2015. The building is no longer fit for purpose as an efficient office building so TfL has issued a tender inviting architects to submit proposals for converting the building into residential accommodation. TfL looked at every potential option for the building with office, hotel and residential uses all being considered. After detailed analysis the conclusion was that a residential led development would not only deliver the best value for fare and taxpayers, but it would also be the most suitable option for the Grade I listed building to maintain its internal and external heritage. In recognition of the significance of the building, TfL will be leading the planning application and the listed building approval process, rather than engaging with an external developer at this stage. This will ensure that the proposed solution for the building is appropriate to its heritage and complementary to the transport needs at St. James's Park Underground station. TfL expects to appoint the architects in October 2013.

#### OTHER NOTES:

- The building was listed Grade II in 1970 and upgraded to Grade I in 2011 by English Heritage on account of its outstanding national historic and architectural interest.
- London Underground owns the freehold interest in 55 Broadway, 100 Petty France and the Wing over Station and holds a long occupational lease of Albany House. 55 Broadway is a Grade I Listed Building which lies within the Broadway & Christchurch Gardens Conservation Area.
- The building was commissioned in the 1920s by The Underground Group who wanted Broadway to reflect its bold vision of the future of transport in London. Architects Adams, Holden and Pearson were given the task of creating a groundbreaking design.
- The site at St. James's Park Underground station was challenging because of its irregular shape and the District and Circle lines only 7.3 metres below. The solution was a cross-shaped layout, allowing pedestrians to walk through the ground floor of the offices, across the station booking hall, providing a short cut between Victoria Street and St. James's Park.
- Above ground, the building was faced with 78,000 cubic feet of high quality Portland stone. Contemporary artists were invited to sculpt decorative features into the stone facade, carved on site. Two are just above street level and a further eight are above the sixth floor windows on each side of all four wings. The sculptors were: Jacob Epstein, Eric Gill, Henry Moore, A.H. Garrard, Eric Automer (*sic – Eric Aumonier – Ed.*), Allan Wyon and F. Rabinovitch.
- The Royal Institute of British Architects awarded 55 Broadway its 1929 London Architectural Medal.
- During the Second World War the west wing received considerable damage as a result of bombing. It was rebuilt but without Portland stone facing which was not available at the time. The Portland stone was reinstated in 1963.
- 55 Broadway was refurbished in the 1980s. The exterior stone work was cleaned, the windows replaced with exact replicas, and a new street-level shopping mall allowed the reopening of the eastern entrance to the building.

**55 BROADWAY**





55 Broadway is shown by the arrow above. Other points of interest include the Home Office (to the right of 55 Broadway), Central Hall Westminster (bottom of photo, centre – and the location of many model railway exhibitions in the 1950s), and Victoria Street (the road vertically on the left). A helicopter view taken during a trip over London on 21 May 2013.

**Photo: Jeanne Hardy**

## **CONTRACTOR APPOINTED TO PREPARE LONDON OVERGROUND NETWORK FOR LONGER TRAINS**

**15 August 2013**

Transport for London has appointed Cleshar as the contractor to lengthen some of the station platforms on the London Overground network's East London and South London routes. The work is part of a huge upgrade programme to deliver a 25 per cent capacity increase to meet rapidly increasing demand. The longer platforms will accommodate longer London Overground trains, which are being increased from four to five carriages. The first of these longer trains will run on the East London route – Highbury & Islington to New Cross, Crystal Palace, West Croydon and the South London route to Clapham Junction – by December 2014. Work to extend platforms will take place at the following stations on the East London route: Highbury & Islington, Canonbury, Hoxton, Haggerston, Dalston Junction, Shoreditch, Shadwell, Wapping, Canada Water and Surrey Quays, as well as Wandsworth High Street, Clapham High Street and Clapham Junction on the South London route. Work at the first of these stations is expected to begin this autumn. The work is part of the £320m London Overground Capacity Improvement Programme.

As well as the platform lengthening, other work included in Cleshar's East and South London routes contract include enabling works to allow train stabling at Silwood depot, main works at the Silwood depot, and signalling and telecoms modifications.

The whole £320m London Overground Capacity Improvement Programme, which will deliver a 25 per cent increase in capacity, also includes additional stabling in the north-west London area, platform lengthening on the North London line, reconfiguration of Willesden train maintenance depot and associated signalling and power work.

The successful contractor for the London Overground Capacity Improvement Programme platform lengthening on the Richmond and Clapham Junction to Stratford routes and the Euston to Watford route, will be announced later this year.

On the Gospel Oak to Barking line, which uses shorter diesel trains, TfL are considering ways to increase capacity before electrification is completed by Network Rail in 2017.

## **LONDON OVERGROUND'S KENSINGTON OLYMPIA STATION WORKS COMPLETED**

**29 August 2013**

New automatic ticket gates and a cross-track pedestrian footway for people not using the railway have been opened at London Overground's Kensington Olympia station. Transport for London's installation of a fourth stairway at the station has enabled a division of the footbridge into two sides – one for fare-paying passengers and the other for pedestrians wishing to use it as a shortcut to cross the railway. The work complements an earlier upgrade of the station that delivered a new ticket office and canopy over the platform.

## **CROSSRAIL**

### **CONSTRUCTION OF WESTBOUND CAVERN AT STEPNEY GREEN COMPLETE**

**15 August 2013**

Crossrail's eastern running tunnels team has marked another major milestone this week with the completion of the westbound cavern 40m below ground in Stepney Green, just 3 months after the completion of the eastbound cavern earlier this year.

The Stepney Green caverns are some of the largest mined caverns ever constructed in Europe using a tunnelling technique called Sprayed Concrete Lining. They are approximately 50m long, 17m wide and 15m high.

Two tunnel boring machines, Victoria and Elizabeth, will pass through the cavern later this year on their way to Farringdon via Canary Wharf, Whitechapel and Liverpool Street stations.

Stepney Green will have a critical role to play when Crossrail opens – it is where the railway divides with the southeast spur running underground to Plumstead and then onto Abbey Wood via Canary Wharf and the north east spur running underground to Pudding Mill and then onto Shenfield in Essex.

### **OLYMPIC CHAMPIONS JOIN CROSSRAIL'S MARATHON TUNNELLING RACE**

**16 August 2013**

Crossrail's seventh tunnel boring machine, Jessica, will start a new race from Stratford today. Named after Olympic champion Jessica Ennis-Hill CBE, Jessica, the 1,000 tonne tunnel boring machine will start building a new 1.7 mile (2.7 km) Crossrail tunnel from Pudding Mill Lane, near the Olympic Park, to Stepney Green. She will be followed by sister machine Ellie, named after Paralympic gold medallist Ellie Simmonds OBE, to build a second tunnel.

Students from Marion Richardson Primary School in Stepney suggested the names 'Jessica' and 'Ellie' for the final two of eight Crossrail tunnelling machines undertaking a marathon effort to build 26 miles (42 km) of new rail tunnels under London.

'Jessica' joins six other Crossrail tunnelling machines working under London which are fast approaching the half way mark in the tunnelling marathon with 11 miles (18 km) of tunnels completed.



**Left:** The main body of 'Jessica' being lowered into position.

**Photo: Crossrail**

The naming of TBMs after women is a long-held tunnelling tradition and the names of Crossrail's first six TBMs were each inspired by British heritage and history. Tunnelling machines Ada and Phyllis were named after early computer scientist Ada Lovelace and Phyllis Pearsall who created the London A-Z. They are constructing the tunnel between Royal Oak and Farringdon. Elizabeth and Victoria, in east London, were named after Queen

Victoria and Queen Elizabeth II and are building the Canning Town to Farringdon tunnel. Mary and Sophia, in southeast London, were named after the wives of famous railway engineers Isambard Kingdom Brunel and Marc Isambard Brunel. They are constructing the tunnel under the Thames between Plumstead and North Woolwich.

## CROSSRAIL'S TUNNELLING IN SOUTHEAST LONDON REACHES THE HALF-WAY POINT

**27 August 2013**

A major milestone for Crossrail in southeast London has been reached as one of its tunnelling machines reaches Woolwich and the other prepares to start the drive underneath the River Thames. The thousand tonne machine Mary, who started her journey from Plumstead in May, has broken through into the station box at Woolwich, marking the half-way point of tunnelling south of the river.

During her three month journey, Mary has excavated almost 110,000 tonnes of material and installed 811 concrete rings to line the inside of the tunnel. She has joined her sister Sophia.

**July 2013**

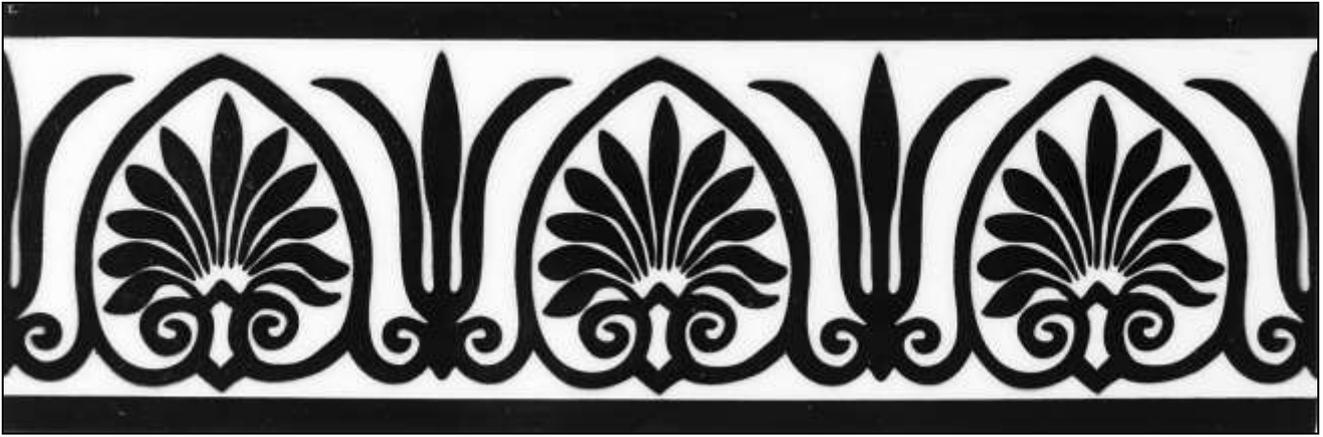
## REPRO LONDON UNDERGROUND TILES



Edwardian decorative relief (*Above*).

An example of one of the Stabler tiles (*Left*), depicting 55 Broadway.

City & South London Railway – Kennington (*Below*).



Fired Earth and Transport for London have announced an exciting collaboration in the 150th year of the London Underground. Fired Earth – itself celebrating 30 years – was asked by TfL to survey the London Underground archive and to choose the most significant and beautiful tiles originally used within stations and on the platforms. Then – using the original moulds – Fired Earth was asked to create an updated range of tiles.

Signage – Fired Earth has taken famous phrases from the Underground and reproduced them in the original typeface. The Way Out sign is available as a 17-tile panel. There are also other three-tile panels available including Mind the Gap and Piccadilly Circus. Bespoke signage will also be available to order on request.

Kennington – Available in four beautiful colours and with four matching decors, these rectangular tiles – designed for the Kennington New Street Station (now Kennington) – are almost unique to the London Underground.

Landmarks – In 1939, designer Harold Stabler was commissioned to produce large scale architectural ceramics still available to view today at stations including Bethnal Green, St. John's Wood, Swiss Cottage, etc. Fired Earth has reproduced four of the most stunning Stabler designs featuring the landmarks of St. Paul's Cathedral, 55 Broadway, Crystal Palace and the Palace of Westminster.

Edwardian – From 1903, architect Leslie Green was commissioned to design over 50 new stations including decorative relief work in an Arts and Crafts style. Some of the stations featured tiles in pomegranate and acanthus leaf designs, alongside base tiles and dados in matching shades. One hundred years later these tiles are now available to purchase for the first time.

Made at the same English works that created the original tiles, the new collections have been handcrafted at the World Heritage Site in Ironbridge in Shropshire, where the Industrial Revolution began in 1709.

Further details (sizes and prices) are available online at: [www.firedearth.com](http://www.firedearth.com) or via telephone **0845 366 0400** who put you through to the nearest Fired Earth showroom.