

EDITED PRESS RELEASES

TRANSPORT FOR LONDON

THREE NEW LIFTS TRANSFORM ACCESSIBILITY AT CRYSTAL PALACE

25 March 2013

Three new lifts with connecting glass walkways were opened at London Overground's Crystal Palace station today to complete a £7.5m refurbishment and transform accessibility at the historic station. The 11,000 passengers using the station each day will benefit not only from the lifts but also improved CCTV, passenger information screens, a PA system and new signage which were delivered last September in the first stage of the refurbishment.

Four other London Overground stations are also currently being made step-free following TfL securing £5m from the Department for Transport's (DfT) Access for All scheme – Hampstead Heath, Kensal Rise, South Tottenham and Blackhorse Road.

CROSSRAIL

CROSSRAIL TRAIN FUNDING ANNOUNCED

1 March 2013

The Government, the Mayor of London and Transport for London have today announced a move to a fully publicly funded procurement for the delivery of the new fleet of trains and maintenance facilities for Crossrail thereby helping to ensure that passenger services can open as scheduled in late 2018. This change was proposed by the Mayor of London and agreed by the Secretary of State, Patrick McLoughlin. The previous proposal to procure Crossrail rolling stock included a £350m public sector contribution. The revised arrangement will see the public sector finance increase to 100 per cent or around £1 billion. Crossrail's unique situation means there is no existing fleet of trains to operate through the tunnels when the works are complete. In light of these circumstances, this decision to simplify the procurement process helps to ensure the timely delivery of the new trains ahead of services commencing. This arrangement will help to ensure a deal for the new trains will be in place in 2014, with delivery and testing starting in 2017 ready for the opening of the new tunnels to passengers in late 2018.

TfL LAUNCHES COMPETITION TO FIND OPERATOR TO RUN CROSSRAIL SERVICES

12 March 2013

London's newest rail line reached another milestone today with the announcement that Transport for London is seeking a train operator to run Crossrail services from May 2015. A notice has now been issued with the Official Journal of the European Union (OJEU) with potential operators having until the end of April to submit expressions of interest. Crossrail services will be let as a concession by TfL, similar to the concession let by TfL for London Overground. TfL will stipulate the level of services to be provided including hours of operation and staffing levels.

The successful bidder will run the train services and many of the stations along the Crossrail route, providing passenger service and operations staff. The services on Crossrail will be phased and will initially operate on existing rail lines between Liverpool Street and Shenfield, taking over the stopping services currently operated by Greater Anglia. The route through Canary Wharf, the City and the West End will open in late 2018, with the full route running in 2019. Crossrail will be fully integrated as part of the TfL network providing a fast, frequent service linking the east and west and relieving congestion on some of the busiest Underground lines.

From May 2015 current Greater Anglia stopping services between Liverpool Street (high level) and Shenfield will transfer to Crossrail using the current trains, which will be progressively replaced by the new trains in 2017. Heathrow to Paddington (high level) services will commence in May 2018, when the Heathrow Connect concession ends. Paddington (deep level) to Abbey Wood, the first new section, should open in December 2018 with Paddington (deep level) to Shenfield operating from May 2019. Full through service (including to Maidenhead) should begin from December 2019.

CROSSRAIL'S TUNNELLING GIANT PHYLLIS REACHES BOND STREET STATION

25 March 2013

Tunnelling machine 'Phyllis' has reached the south of the new Bond Street western ticket hall at Davies Street having completed 3.2 kilometres (2 miles) of new tunnels. Phyllis is one of eight tunnelling machines constructing 42 kilometres (26 miles) of tunnels between Royal Oak in west London and Woolwich in southeast London. The new Crossrail Bond Street station features two new ticket halls at Davies Street and Hanover Square. Around 220,000 passengers a day will pass through the new station, helping boost visitor numbers to the thriving cultural and retail destinations in Oxford Street and the West End. The Bond Street ticket halls will also each feature over-station property developments, helping create new business space, retail opportunities and jobs for Londoners.

Crossrail has excavated two of five levels for the new western ticket hall and will reach tunnel level later this year. Over the next two weeks, tunnelling machine Phyllis will travel 250 metres to the eastern ticket hall at Hanover Square and pass the halfway mark in her journey. There, she will meet a specially made underground chamber where workers will be able to reach the face of the cutterhead for the first time since she began her tunnel journey, allowing maintenance work to take place. Bringing up the rear is tunnelling machine 'Ada' who will reach the new Bond Street station later in the spring. Both machines will reach Farringdon at the end of the year where they will finish their journey. Collectively, Phyllis and Ada have constructed over 5.5 kilometres (3.7 miles) of new rail tunnels. Together with three other tunnelling machines in the east nearly 7 kilometres of the 42 kilometres of new tunnels have been constructed so far on the Crossrail route.