

# EDITED PRESS RELEASES

## TRANSPORT FOR LONDON

### 2014 UNDERGROUND FARES

**3 December 2013**

The Mayor of London Boris Johnson today delivered on his commitment to bear down on transport costs in the Capital by confirming that fares for Transport for London services will be frozen in real terms in 2014, with an average rise of RPI only (3.1 per cent) from 2 January and a freeze on many fares at 2013 prices. Limiting the average fare increase to RPI only, rather than RPI+1 per cent, has been made affordable through a combination of measures including TfL's savings and efficiencies programme and commercial revenue targets.

Some of the key TfL rail improvements which will be delivered over the next ten years include:

- Crossrail – the new rail service linking east and west London which will be operating from 2018
- Northern Line extension to Battersea via Nine Elms.
- The start of the next phase of Underground upgrades including the Piccadilly, Central and Bakerloo lines.
- Underground station upgrades including Victoria, Tottenham Court Road and Elephant & Castle.
- London Overground Capacity Improvement programme, delivering a 25 per cent increase in capacity by moving from four to five car trains by 2016.
- Electrification of the Gospel Oak – Barking London Overground line.
- Four additional trams on south London's Tramlink network.
- Extension of contactless payment cards to the complete TfL network.

Because Travelcard season tickets cover both National Rail (NR) within Greater London and TfL services, and revenue is therefore split between the different operators and TfL, the weekly, monthly and annual Travelcards will rise by 4.1 per cent on average (RPI+1) to meet the NR fares rise of RPI+1 per cent.

The off-peak One Day Travelcard range, mostly used by visitors and only available on paper tickets, will be simplified in 2014 – only the Zones 1-6 off-peak ticket will be available and the cost of it will be frozen. The Anytime One Day Travelcards will increase in line with NR fares by 40p for Zones 1-2 and 1-4 and 60p for zones 1-6.

The Oyster PAYG one day caps, which offer better flexibility than an upfront purchase of a Travelcard, will be frozen for the second year running to improve value for money for part time commuters.

Most Oyster pay as you go fares for the Underground, DLR and London Overground will remain frozen at 2013 prices next year. Only three fares, the Zone 1 peak and off-peak single tickets and the Zone 1-2 off-peak single ticket, will increase by 10p. Cash single fares, which are only used by around one per cent of Underground users, will increase by 20p.

**The TfL fares increases for season ticket fares scheduled for 5 January was deferred for a fortnight, to be implemented on 19 January 2014. The Chancellor's autumn statement changed the national fare rise inflation link level. As a result TfL decided to recalculate all its plans on the basis of a RPI rise on average instead of RPI+1% but there was insufficient time for implementation. Whilst this will bring some relief to Londoners it will also leave a hole in TfL's budget.**

*The tables below reflect the amended fares in the light of this. Ed.*

### ADULT PAYG FARES ON TFL RAIL SERVICES

	2013		2014		INCREASE	
	Peak	Off-peak	Peak	Off-peak	Peak	Off-peak
Zones incl Zone 1						
1	£2.10	£2.10	£2.20	£2.20	4.8%	4.8%
2	£2.80	£2.10	£2.80	£2.20	0.0%	4.8%
3	£3.20	£2.70	£3.20	£2.70	0.0%	0.0%
4	£3.80	£2.70	£3.80	£2.70	0.0%	0.0%
5	£4.60	£3.00	£4.60	£3.00	0.0%	0.0%
6	£5.00	£3.00	£5.00	£3.00	0.0%	0.0%

Zones excl Zone 1						
1	£1.60	£1.50	£1.60	£1.50	0.0%	0.0%
2	£1.60	£1.50	£1.60	£1.50	0.0%	0.0%
3	£2.30	£1.50	£2.30	£1.50	0.0%	0.0%
4	£2.70	£1.50	£2.70	£1.50	0.0%	0.0%
5	£2.70	£1.50	£2.70	£1.50	0.0%	0.0%

### ONE DAY PRINTED TRAVELCARDS

	2013	2014	INCREASE		2013	2014	INCREASE
Anytime				Off Peak *			
1-2	£8.80	£9.00	2.3%	1-2	£7.30	W/D	N/A
1-4	£11.00	£11.40	3.6%	1-4	£8.00	W/D	N/A
1-6	£16.40	£17.00	3.7%	1-6	£8.90	£8.90	0.0%

\* The One Day off peak Travelcard range will be simplified to the Zone 1-6 off peak ticket only and it is frozen at 2013 prices.

### DAILY PRICE CAP ON TFL RAIL OYSTER PAYG †

	DAILY CAP		DAILY CAP
Anytime		Off Peak	
1-2	£8.40	1-2	£7.00
1-4	£10.60	1-4	£7.70
1-6	£15.80	1-6	£8.50

† Frozen for second year running.

### TRAVELCARD SEASONS – 7 DAY TICKET PRICES

	2013	2014	INCREASE		2013	2014	INCREASE
Zones inc Zone 1				Zones exc Zone 1			
2	£30.40	£31.40	3.3%	2	£23.00	£23.60	2.6%
3	£35.60	£36.80	3.4%	3	£25.20	£26.00	3.2%
4	£43.60	£45.00	3.2%	4	£30.20	£31.20	3.3%
5	£51.80	£53.40	3.1%	5	£38.00	£39.20	3.2%
6	£55.60	£57.20	2.9%				

- **ADULT MONTHLY TRAVELCARD** season prices are 3.84 times the 7-Day price (rounded up to 10p multiples).
- **ADULT ANNUAL TRAVELCARD** season prices are 40 times the 7-Day price.

### ADULT CASH FARES ON TFL RAIL SERVICES

	2013	2014	INCREASE		2013	2014	INCREASE
Zones inc Zone 1				Zones exc Zone 1			
2	£4.50	£4.70	4.4%	1	£4.50	£4.70	4.4%
3	£4.50	£4.70	4.4%	2	£4.50	£4.70	4.4%
4	£5.50	£5.70	3.6%	3	£4.50	£4.70	4.4%
5	£5.50	£5.70	3.6%	4	£5.50	£5.70	3.6%
6	£5.50	£5.70	3.6%	5	£5.50	£5.70	3.6%

### WORK STARTS ON £36M UPGRADE OF VAUXHALL UNDERGROUND STATION

9 December 2013

Construction work will start in January next year to transform Vauxhall Underground station as part of a major investment designed to support the growth and regeneration of the surrounding area. Key projects include extending the Northern Line, transforming the gyratory system, making major improvements for walking and cycling, enhancing bus services. The upgrade at Vauxhall Underground station is an essential first phase of this strategy.

The number of passengers using Vauxhall Underground station is set to increase by 40 per cent over the next few years and in order to create extra space the ticket hall will be reconfigured to allow an improvement and expansion of the ticket gates, reducing congestion within the station. The

Underground station will remain open during the work. Two sites need to be established outside the station in December to support the work within.

The station, its subways and stairways will be completely refurbished and a lift will be installed between the ticket hall and platforms. This, combined with the existing lift from the bus station to the Underground ticket hall, will deliver step-free access to the Victoria Line trains. Network Rail is also now completing the National Rail station's upgrade, which includes more lifts to improve accessibility, thus creating a fully accessible interchange between rail, bus and Underground.

The total project cost of the Vauxhall Underground station improvements has been reduced by more than £9 million from £45 million through working closely with contractor Bechtel. The upgrade work will be completed by the end of 2015.

*“TfL and the developers of Battersea Power Station have confirmed that agreement has been reached on the key commercial agreements relating to the delivery and funding of the Northern Line Extension (NLE) to Battersea Power Station. Subject to the outcome of the Transport and Works Act Order inquiry and Secretary of State approval, this is expected to unlock the construction of the NLE. It also means that the conditions the Chancellor set last year have been met and the Treasury will lend up to £1bn to the GLA for the construction of the project”. This topic is due at the first TfL Board meeting of 2014.*

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

**9 December 2013**

Transport for London today appointed leading construction and civil engineering firm Dyer and Butler as the contractor to lengthen and modify some of the station platforms on the Clapham Junction/Richmond to Stratford London Overground route. The work is part of the latest upgrade programme to deliver an additional 25 per cent capacity. 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 Line routes from the end of 2014, followed by the Clapham Junction/Richmond to Stratford routes by the end of 2015. Work at the first London Overground stations on the Clapham Junction/Richmond to Stratford route is expected to begin in February 2014 while work on the Highbury & Islington to New Cross/Crystal Palace/West Croydon/Clapham Junction routes will begin later this month.

Extensions or the refurbishment of disused platform space will be required at the following stations on the Richmond/Clapham Junction to Stratford route:

South Acton	Gospel Oak
Acton Central	Kentish Town West
Willesden Junction High Level/Low level	Camden Road
Kensal Rise	Caledonian Road and Barnesbury
Brondesbury Park	Highbury & Islington
Brondesbury	Canonbury
West Hampstead	Dalston Kingsland
Finchley Road and Frognal	Homerton
Hampstead Heath	

The platform extensions on the Highbury & Islington to New Cross/Crystal Palace/West Croydon/Clapham Junction routes are being carried out under a separate contract with Cleshar Contract Services.

With the exception of the work starting in late December, the exact timing and duration of works at each station is still being finalised. However they are likely to be scheduled during the following phases:

December 2013 – March 2014	Highbury & Islington and Canonbury (East London line platforms), Surrey Quays.
February – April 2014	Dalston Junction, Hoxton and Haggerston.
February – July 2014	South Acton, Acton Central, Willesden Junction and Wandsworth Road.
April – June 2014	Shoreditch High Street, Shadwell, Canada Water, Clapham Junction and Wapping.

May – November 2014	Kensal Rise, Brondesbury Park, Brondesbury, West Hampstead, Finchley Road & Frognal, Hampstead Heath, Gospel Oak, Kentish Town West.
September 2014 – April 2015	Camden Road, Caledonian Road & Barnsbury, Highbury & Islington (North London line platforms), Canonbury (North London line platforms), Dalston Kingsland, Homerton.

As well as the platform lengthening, other works included in the London Overground Capacity Improvement Programme include:

- Construction of a new stabling facility at Silwood in south-east London.
- Additional stabling in the north-west London area.
- Reconfiguration of the New Cross Gate and Willesden train maintenance depots.
- Signalling and power works associated with the platform extensions and depot/stabling modifications.
- Platforms on the Clapham Junction to Willesden Junction route will be extended by Network Rail under their eight-car works for Southern Trains by May 2014.
- At stations where platform extension is not a viable option to accommodate the longer trains, selective door opening will be in operation which will be facilitated by the open walk-through design of the carriages. This will be required at Whitechapel (temporarily until Crossrail completes construction), Wapping, Rotherhithe and Canada Water, as it is not possible to extend the platforms to the required length without completely rebuilding the stations. Train announcements will provide advance warning about which doors will not open once the longer trains are introduced
- The Government's commitment to electrify the Gospel Oak to Barking line will also allow for the introduction of higher capacity trains on this route at a later date.

## **LONDON'S FIRST PURE ELECTRIC**

### **'EMISSION FREE' BUSES HIT THE STREETS**

**18 December 2013**

An exciting new era of emission free bus travel was unveiled today, as Transport for London and bus operator Go-Ahead London began a trial of the Capital's first electric buses. Routes 507 and 521 will trial the new buses as the technology is particularly suitable for busy short commuter services which operate between Victoria, Waterloo and London Bridge stations .....

Route 507 connects Waterloo Station and Victoria Station via Lambeth Bridge and Horseferry Road

Route 521 connects London Bridge Station and Waterloo Station via Monument, Cannon Street, St. Paul's, Chancery Lane, Holborn, and **Aldwych London Underground Stations.**

*Two points arising from this – (1) surely not the Capital's "first electric bus" – what about the trolleybuses that graced London streets until May 1962? And (2) has the TfL press office forgotten that "Aldwych London Underground Station" closed nearly 20 years ago?*

## **PADDINGTON STATION WORK COMPLETED**

### **AHEAD OF SCHEDULE**

**23 December 2013**

Work to rebuild the Hammersmith & City side of Paddington Underground station has been completed ahead of schedule. The work included the installation of lifts giving passengers step free access from the new ticket hall to the Circle and Hammersmith & City platforms. There are now three stairways to and from the platforms instead of the previous one.

This side of the station has been rebuilt as part of London Underground's station capacity programme and as well new lifts, the station now boasts a new entrance from the Paddington Basin side of the station, a spacious new station concourse and ticket hall, better access to the mainline concourse, two new stairways, improved CCTV, extended platforms to accommodate the longer S7 trains.

Over 60,000 people use the station every day and this is set to rise following the completion of the Circle and Hammersmith & City lines upgrade and the arrival of Crossrail in 2018, coupled with the regeneration of the local area.

## **CROSSRAIL**

### **FISHER STREET SHAFT COMPLETED**

## AHEAD OF SCHEDULE

3 December 2013

Crossrail's western tunnels contractor BAM, Ferrovial, Kier (BFK) and their subcontractor Barhale, has been excavating and lining a 15m diameter emergency access shaft in Holborn; known as the Fisher Street shaft. The shaft will be used to support tunnelling works to build a large crossover tunnel below Red Lion Square at Holborn, which will allow trains to transfer from one running tunnel to another. It was completed nine months ahead of the August 2014 scheduled end date due to re-sequencing the works that allowed for the early completion of permanent waterproofing and concrete lining of the shaft. In total 7,000m<sup>3</sup> of material was excavated as the shaft was dug and lined.

## MIDLANDS FACTORY BUILDING CROSSRAIL STATION FROM 130 MILES AWAY

10 December 2013

Laing O'Rourke's state-of-the-art factory in Steetley, in the East Midlands, where the construction of Crossrail's new Custom House station is underway. Large sections of the station are being built in Steetley and then transported more than 130 miles to East London and assembled on site. This process saves time and money and ensures that disruption to residents, existing rail services and the nearby ExCeL London conference centre are minimised as far as possible.

## ASDA

### CLICK AND COLLECT SERVICE NOW AVAILABLE AT LONDON UNDERGROUND

20 December 2013



London commuters can now get their Asda shopping delivered to their choice of London Underground station to pick up on their way home.

This new partnership with Transport for London will enable shoppers to order the goods online before 12.00 and pick them up after 16.00. Same day ordering costs £1.50 per order with a minimum basket spend of £15.

The pilot scheme covers East Finchley, Harrow & Wealdstone, High Barnet, Highgate, Stanmore and Epping stations with other locations planned for the future.

**Above:** The installation outside East Finchley station is shown. The "box" behind the traffic cones is the greengrocer's stall that has operated outside East Finchley station for a number of years.