

EDITED PRESS RELEASES

TRANSPORT FOR LONDON

REJUVENATED LIFT SHAFT REVOLUTIONISES TRACK ENGINEERING

6 June 2014

A century-old lift-shaft has been brought out of retirement to speed up track renewal work. It served the busy but now defunct Post Office station from when the Central London Railway opened in 1900 until the lifts were replaced by escalators from 1 January 1939 (from when the station was renamed St. Paul's). The 114 year-old lift shaft opposite St. Paul's Underground station has been out of commission apart from a brief period of military service when it housed the Central Electricity Board wartime offices. But with St. Paul's the focal point for large-scale track renewal on 14 miles of nearby 'tube' tunnels, LU has converted the shaft to serve as a one-stop logistics hub to deliver all the materials needed deep underground.

The shaft now has two industrial-size lifts and conveyor belts to turn it into a fast and efficient delivery and extraction system. Two or three days of materials can be stored at the base of the shaft which led to the station platforms. Then as soon as the station is closed to the public, materials are loaded via the station platforms, straight on to track trolleys which run out to work sites and bring waste and rubble back.

Not only does the hub mean fewer lorry deliveries to other central London stations, it also removes the need to load each night's materials into stations before getting down to work, which means LU's Track Delivery Unit can double the amount of improvement work it carries out in the Engineering Hours available to them between 01.00 and 05.00 each night.

Traditionally, the problem of engineering access to the Underground has been solved by restricting all deliveries, maintenance work and supplies to Engineering Hours – London Underground's "downtime" between 01.00 and 05.00 when the Underground stops running, stations are shut and the power to the rails is turned off. During this four-hour break, all over the 'tube' network, workers carry all their own tools and supplies from trucks parked on the surface, down through stations and along the tracks to the work site. Then, before 05.00 when the trains start running, they have to take every single thing that's been carried down plus any waste or rubble, back out again.

TfL ANNUAL REPORT 2013-14 PUBLISHED

11 June 2014

Transport for London (TfL) has published its draft Annual Report and Statement of Accounts for the year ending 31 March 2014, which will be considered by the TfL Board at its next meeting on Thursday 3 July. This has been another record-breaking year, with London Underground, DLR and London Overground all carrying record numbers of passengers than ever before.

The number of passengers on the bus network also continued to rise, recording the highest number since 1959, with 40 per cent of passengers receiving free or discounted travel. London Underground carried a record 1.26 billion passengers, meaning that the network carried a third more passengers than it did a decade ago.

SUPPLIERS SELECTED FOR MODERNISATION OF LU'S POWER SYSTEMS

16 June 2014

High voltage electrical systems on the London Underground network are set to be modernised over the next eight years, with £250 million of investment that will enable LU to run more services for passengers more reliably. A total of 17 suppliers have now been selected for two eight-year power upgrade 'frameworks' that run concurrently for the design, installation and commissioning of power networks. Modern power systems will help support the extra services that are being introduced to meet rapidly growing passenger demand. LU is in the process of finalising the completion of the power upgrade needed for the Sub-Surface Railway upgrade, which comprises the modernisation of the Metropolitan, District, Hammersmith & City and Circle lines. Planning is now under way to upgrade power supply systems on the Piccadilly Line and other parts of the network. The 17 companies engaged across the two frameworks are:

- ABB Limited.
- Alstom Transport UK Limited.

- Balfour Beatty Engineering Services Limited.
- C. Spencer Limited.
- Clancy Docwra Limited.
- Data Techniques.
- Giffen Group Limited.
- High Voltage Maintenance Services Limited.
- Industrial Switchgear Services Limited.
- J. Murphy & Sons Limited.
- M.J. Quinn Integrated Services Limited.
- McNicholas Construction Services Limited.
- Thorntask Limited.
- TXM Group (Ombros Integrated Services).
- UK Power Networks Services (Commercial) Limited.
- URS Infrastructure & Environment UK Limited.
- Vital Human Resources Limited & Electren UK Limited.

The frameworks cover the design, installation and commissioning of high voltage substation and 11kV and 22kV cable routing and have a four-year break option.

TfL AND AMAZON TEAM UP TO INTRODUCE AMAZON LOCKERS

25 June 2014

Shopping with Amazon has become even more convenient for thousands of London Underground passengers as Transport for London and Amazon announced a partnership to install Amazon Lockers at London Underground station car parks. Amazon Lockers will be located at two Underground station car parks – Finchley Central and Newbury Park – and passengers will be able to have orders delivered to the Lockers from Monday 30 June. Amazon customers select a Locker location when they get to the checkout and are then given a unique pick-up code in order to retrieve their items from that Amazon Locker.

CROSSRAIL

IMPROVED EALING BROADWAY STATION DESIGNS REVEALED

2 June 2014

Since submitting proposals at the end of last year, Crossrail has been working closely with Ealing Council, local developers and nearby landowners to broaden the scheme and revise the plans for Ealing Broadway station. There has also been close consultation with the local MP and community groups, allowing them the opportunity to comment on the designs. The new proposals for the station, designed by Bennetts Associates Architects, include the addition of a long, curved canopy running the length of the forecourt that reflects the prominence and importance of the station building. Crossrail's plans allow for the current dated façade to be replaced with a new glass structure and a new entrance twice the size of the existing one, which will allow much more natural light into the building. Inside the station, improvements comprise:

- A ticket hall more than twice the size of the existing one with capacity for 17 standard ticket gates and one wide aisle gate.
- Four new lifts to provide step free access from street level to all platforms.
- Improved staircases for main line platforms 1 and 2/3.
- Platform extensions to accommodate the new high capacity Crossrail trains.
- New toilet facilities.
- New passenger information screens, station signage, help points and CCTV.
- The revised designs will be open to community consultation before Ealing Council takes its decision on planning.

It appears at present that there are no plans at present to provide a second entrance to the station and little mention is made to the Central and District lines part of the station. However, a new footbridge serving both the Underground and National Rail lines will be constructed. Station work is due to start in October 2015 and the work is expected to last up to 14 months.

CROSSRAIL BEGINS NEW

4 June 2014

DOCKLANDS TUNNEL DRIVE

Tunnelling machine Jessica, named after British Olympic champion Jessica Ennis-Hill CBE, will create the 900m tunnel forming part of the south-east spur of London's Crossrail line. The tunnel begins from a 35m deep access shaft alongside the mouth of the River Lea, and will run to Victoria Dock Portal, where the Crossrail tracks reach the surface at Custom House station.

It is Jessica's second tunnelling mission, having already completed a tunnel from Pudding Mill Lane, near Queen Elizabeth Olympic Park, to Stepney Green over the winter. Jessica's launch continues Crossrail's good progress with over 80% of rail tunnels now complete. Later this year Jessica's sister machine Ellie will create the second tunnel from Limmo Peninsula to Victoria Dock Portal. Crossrail is creating 42 kilometres of bored tunnels using eight tunnel boring machines, four of which have already retired after completing their journeys.

MINI CROSSRAIL TUNNELLING MACHINE STARTS NEW SEWER

10 June 2014

Crossrail has launched its smallest tunnelling machine, Molley, to build a new Thames Water sewer in west London. The 1.45 metre diameter tunnel boring machine (TBM) is just 3.3 metres long and a fraction of the size of Crossrail's 7.1 metre diameter, 150 metre long machines that are building the new 26 miles of new train tunnels under London.

TBM Molley will build a new 564 metre long tunnel to divert a section of the Great Western Road Sewer between Westbourne Park station and Basing Street, under Tavistock Road. The sewer needs to be redirected as Europe's largest infrastructure project will be lowering the mainline tracks near Westbourne Park to accommodate its trains running into Paddington, so impacting on the existing sewer.

ROOF ABOVE CANARY WHARF CROSSRAIL STATION COMPLETES

18 June 2014



Canary Wharf Group plc has completed the striking timber lattice roof above the Canary Wharf Crossrail station. The final aluminium piece was placed on the Foster + Partners designed roof, marking the structural completion of the project which began in May 2009. The roof will sit above a new roof garden and Canary Wharf Group's four storey, 115,000 sq ft retail and leisure development including shops, restaurants, bars and a cinema.

Photo: Crossrail

The roof garden and first phase of the retail and leisure space will open in May 2015, three years before trains run through the station. Work began on the new station in May 2009 by creating a 250m long and 30m wide watertight dam in the waters of North Dock, using an innovative 'silent' piling method. The station box was then built 'top down', 28 metres below the water surface to create the ticket hall and platform levels. Canary Wharf is the most progressed of Crossrail's 10 new stations. Eight 40 metre-long escalators, four lifts, flooring, wall cladding and space for station services are all in place in the ticket hall level. Crossrail's tunnelling programme is over 80% complete.

18 June 2014

CROSSRAIL TUNNELLING MACHINE ELLIE COMPLETES JOURNEY AT STEPNEY GREEN

Tunnel Boring Machine Ellie has broken through into a cavern 40m beneath Stepney Green. The breakthrough marks the structural completion of tunnels for Crossrail's north east spur, between Whitechapel and Pudding Mill Lane. It has taken Ellie just over three months to complete the 2.7km journey, travelling as much as 72m in a 24 hour period. In the coming weeks 1,000 tonne Ellie, named after Paralympic Champion Ellie Simmonds OBE, will be lifted out of the cavern and taken by road to Limmo Peninsula at Canning Town. From there she will be re-assembled ahead of recommencing tunnelling towards Victoria Dock Portal.