

FORWARDS TO THE FUTURE

Notes by John Hawkins

A year's delay in the NTfL programme was revealed at the LT Museum Friends meeting on 8 June, when a TfL presentation showed expected completion dates of 2026 for the Piccadilly, 2028 for the Bakerloo and 2033 for the Central Line. The Waterloo & City Line remained at 2032, the same as in the Feasibility Report of October 2014 –

https://storify.com/UKtrojan21/a-new-tube-for-london?utm_medium=sfy.co-twitter&utm_campaign=&utm_content=storify-pingback&utm_source=t.co&awesm=sfy.co_p0Vaw

TfL is to take responsibility for delivering the Croxley Rail Link, with details revealed at the Finance and Policy Committee meeting on 17 June 2015. The project includes LU legacy signalling to the Network Rail boundary, with future resignalling part of the proposed Thales contract. An island platform at Watford Junction will be lengthened to accommodate S8 Stock trains, with a proposed 6tph peak and 4tph off-peak service. A start on viaduct works is scheduled for September 2015 with full commissioning in December 2019, although this date remains under review. One additional S8 train is to be ordered under the current Bombardier contract.

Further details will be considered at the next meeting on 30 July.

Source:

<https://tfl.gov.uk/cdn/static/cms/documents/fpc-20150617-item11-part-1-croxley-rail-link.pdf>

S8 info from para 9.2 of

<https://tfl.gov.uk/cdn/static/cms/documents/fpc-20150617-item17-part-1-four-lines-modernisation.pdf>

Interestingly –

- 1973s NOT to be fitted with in-cab signalling.
- Wimbledon branch to be overlaid, not resignalled.
- Rayners Lane – North Ealing not resignalled.

SSR RESIGNALLING UPDATE

LU intends to award the SSR resignalling contract to Thales in July 2015, with commissioning expected between June 2019 and January 2022, subject to risk assessment. This is a slippage of 21 months in commencement, but only 10 months in completion compared to the schedule in the May 2015 *Underground News*. The same number of commissioning stages are planned, but details are not included in the TfL Finance and Policy Committee meeting papers for 17 June 2015. This means that the works will be completed in a year less, with a commissioning almost every other month instead of one each quarter.

Hammersmith control centre will replace thirteen current centres, bringing the four inter-working lines together. In advance of new timetables to use improved run times, services will benefit from more regular spacing of trains and better recovery from delays. The following table from the paper shows that the major public benefit will be in December 2021, with further improvements over the following two years. Presumably, the promised Night Tube services will be introduced at the same time.

PROPOSED TIMETABLE CHANGE

(SUBJECT TO CONFIRMATION CLOSER TO DELIVERY DATES)

Timetable Step	Main change(s)	Planned Timetable Date
1	Runtime improvements on central area sections.	May 2021
2	30tph in central area and 24tph on Metropolitan trunk for 90 minute peaks.	Dec 2021
3	32tph in central area and 26tph on Metropolitan trunk for 90 minute peaks.	May 2022
4	32tph in central area and 26tph on Metropolitan trunk for three hour peaks.	Dec 2022

5	32tph in central area and 28tph on Metropolitan trunk for three hour peaks.	May 2023
6	Off peak enhancements.	Dec 2023

Providing that new point-work west of Earl's Court can be commissioned in summer 2017, and sufficient trains are available, it is hoped to extend the shoulder peak services on busy sections by up to an hour in 2017. Additional trains between Earl's Court and Wimbledon are planned for 2018, when the Tower Hill off-peak reversers could be extended east. 70 partial line weekend closures will be required to deliver the new signalling, and 11 partial line closures for track layout modifications.

A summary of upgrade works already completed on the SSR reveals that 224 stabling sidings have been enabled for the 191 trains ordered. 113 stations are involved, of which 17 platforms were lengthened. Track and signalling was modified at Edgware Road, Baker Street and Aldgate. 72kms of new low resistance conductor rail has been installed, with work on-going. More work is to be done to reduce the distance between trains and platforms. Consideration is being given to the first scheduled overhaul of S Stock, to be undertaken at Neasden Heavy Maintenance Facility.

It is revealed that Siemens also expressed interest in the signalling contract, but was not invited to tender for the work. Thales are currently commissioning the proposed system on the Hyderabad Metro in southern India, and TfL have undertaken a site visit.

OVERGROUND

The Euston – Watford Junction Overground service is again in line for new trains, with details of an order for 45 four-car trains revealed at the TfL Finance & Policy Committee meeting on 17 June 2015. Of these, eight are for the future electrified Gospel Oak – Barking service, 31 for the new Chingford / Cheshunt / Enfield Town services (including the Romford – Upminster line), and six are for the North London Line to move from 8tph to 10tph, and to increase service resilience on the East London Line. These final six are intended for the Euston – Watford Junction service to release current trains for lengthening to five-cars, leaving the NLL and ELL with a larger uniform fleet. The new trains will be delivered from December 2017 to October 2018. Options remain to lengthen the new trains to five cars, and to order more trains before November 2019 for Barking Riverside extension, Stratford – Angel Road service, 4tph Euston – Watford Junction and 5tph Gospel Oak – Barking. The contract was awarded to Bombardier.