

MAY 07

EDITED PRESS RELEASES

TRANSPORT FOR LONDON / LONDON UNDERGROUND

**MOBILE PHONE TRIAL ON
THE WATERLOO & CITY LINE**

14 March 2007

London Underground today announced that it is to undertake a six-month trial of mobile phone and new technology services on the Waterloo & City Line. A Contract Notice has appeared in the Official Journal of the European Union. The trial, which will start in April 2008 at the earliest, will make mobile phone coverage available on the Waterloo & City platforms at Bank and Waterloo stations. Coverage will also extend to tunnels between the two stations. This means that passengers will be able to use their mobile phone and other handheld devices while travelling on the Waterloo & City Line. The key aim of the trial is to conclude whether it is technically and commercially viable for coverage to be extended across the Underground network.

Should the trial prove a technical and commercial success, then London Underground will consider how to provide mobile phone and telecommunications services across the network. This would enable passengers to enjoy the benefits of the same mobile and new technology services that are available on the overground sections of the Underground network. If the trial is not a success then London Underground will not proceed with plans to extend mobile phone coverage to the Underground.

The Waterloo & City Line has been selected for the six-month trial of mobile phone coverage as it is characterised by deep-level tunnels that are unconnected to the rest of the Underground network thereby providing a confined environment for a trial to take place.

If the trial is a success then LU will engage in a full tendering process to select a contractor to provide mobile phone and new technology services such as DAB digital radio and Internet access. It is envisaged that a private sector company or consortium would invest in, install, operate, maintain and manage the infrastructure in exchange for an agreed revenue stream and any financial benefit would be reinvested in Underground improvements.

The earliest date that mobile phone and new technology coverage could be extended across the network is mid-2009.

**UNDERGROUND CARRIES ONE BILLION
PASSENGERS FOR THE FIRST TIME**

28 March 2007

Transport for London today revealed that over the last year London Underground carried one billion passengers for the first time in its 144-year history. The record breaking figure shows the strength of London's economy and reinforces the need for substantial investment to increase the capacity of the system. Last year (2005/06), the Underground carried a total of 971 million passengers. The one billion passenger figure was achieved this week and with two weeks of the current financial year remaining, the final figure will be even higher.

On average, the Underground carries just over 3m passengers each day, rising to 3.4m passengers on weekdays. On one day last year, 8 December 2006, due in

part to Christmas shopping and leisure travel, London Underground calculates that around 4m passengers were carried for the first time. Overall, in the run up to Christmas, the Underground carried more passengers – 87m – in one four week period than ever before. By 2016, it is estimated that the Underground could be carrying 25% more passengers, equivalent to an average of 3.4m passengers each day, as a direct result of London's growing population.

London Underground also released latest available figures for the busiest stations on the Underground network in 2005/06 which demonstrates the growing importance of Docklands to London's economy. Canary Wharf station, which opened in 1999 as part of the Jubilee Line Extension, is now the ninth busiest station on the network with over 34 million passengers each year, but did not even feature in the top fifteen busiest Underground stations in 2003. The number of passengers using the station is predicted to grow even further as Docklands grows. Part of this growth will be met by the Jubilee Line which will deliver a 45% increase in capacity, but the only transport solution for the long-term is Crossrail. King's Cross St. Pancras remains the Underground's busiest station with nearly 72 million passengers, with the numbers using the station expected to reach 127m by 2016. This is in part due to the transfer of Eurostar services to St. Pancras later this year and in coming years the opening of a new Thameslink station at King's Cross, the start of domestic services on the Channel Tunnel Rail Link and the extension of King's Cross mainline station.

To meet this growing demand, London Underground last year opened the new Western Ticket Hall at the Underground station which doubled the station's capacity. Work is now well underway on the new Northern Ticket Hall, which is due for completion in 2010.

METRONET

METRONET STARTS 2,000-MILE SIGNALLING MARATHON FOR TUBE UPGRADE

22 March 2007

Metronet Rail has started the massive task of laying over 2,000 miles of new cable for one of the biggest signalling projects in Europe. The new signalling is a vital component of the £3.1 billion upgrade of the Metropolitan, District, Circle and Hammersmith & City lines of the London Underground. Coupled with a new control system and the introduction of 190 new air-conditioned trains, it will increase overall capacity on these routes by more than 40%.

Beacons will be installed every 100 metres along the track which, as part of the distance-to-go radio control system, will feed exact train positions into a new, state-of-the-art control centre, allowing trains to run faster and closer together.

The first new train enters service on the Metropolitan Line in December 2009, on the Circle and Hammersmith & City lines in 2012 and on the District Line in 2013. The PPP Contract states that the full upgrade of these 'sub-surface' lines, as they are known – including signalling, service control system and ancillary works – must be completed on the northern section of this group of lines by 2015 and on the south side by 2018. Metronet aims to beat these targets.

METRONET'S FIRST SIGNAL RADIO TRIAL A SUCCESS ON THE VICTORIA LINE

27 March 2007

Metronet Rail has for the first time tested radio signal communications that will be a vital part of its upgrade of the Victoria Line. The Victoria line upgrade promises a bigger fleet of 47 new faster and larger trains, operating on a new distance-to-go radio signalling system. When complete, by 2013, the frequency of rush hour trains is likely to increase by 17% and journey times should improve by 16%.

For the first time, radio communication has been successfully tested between a train and signal equipment rooms, between Blackhorse Road and Tottenham Hale stations, which is a major step on the way to proving the signalling system. Testing forms part of an extensive work programme being carried out on the Victoria Line. Other work includes track renewal and re-railing, signalling installation, and grinding a substantial section of track to improve ride quality.

To test the upgraded Victoria Line signalling system, the new equipment and test instruments have been fitted in a standard 1967 Tube Stock train. Prior to the tests on the Victoria line, Westinghouse Rail Systems successfully completed trials using the train on a specially equipped test track at Bombardier's facility in Derby. The signalling system components aboard include Doppler, automatic train operation and automatic train protection modules, automatic positioning transponders (APRs) and data transmission units. Testing will continue on the Victoria Line overnight in engineering hours and in line closures later in the year as the signal installation work moves down the line.

OLYMPIC DELIVERY AUTHORITY

GREEN LIGHT FOR STRATFORD STATION UPGRADE

16 March 2007

Plans for the London 2012 Olympic Games and Paralympic Games to be the 'Public Transport Games' took an important step forward today as the Olympic Delivery Authority (ODA) announced it will fund and manage the £104m scheme to upgrade Stratford Regional station. The ODA has identified cost savings and efficiencies in other key transport projects, allowing it to fund and deliver the project in time for the Games and for use in legacy.

At the heart of the 'Olympic Transport Plan' is the goal of encouraging 100% of spectators to travel to the Games by public transport, walking and cycling. Stratford Regional Station will be a critical transport hub for thousands of spectators at the Olympic Games and Paralympic Games and for the legacy communities that will be created after 2012. Through building new platforms, subways, lifts and entrances the upgrade scheme will significantly enhance passenger capacity and create a station that is fully accessible for all during Games time and in legacy.

Detailed scheme design work has been carried out by Transport for London (TfL) on behalf of Network Rail, the Department for Transport (DfT) and the ODA and the station enhancements the ODA will now fund and manage include:

- Nine new lifts to all platforms making the station fully accessible for all.
- Re-opening a disused subway to create additional access to platforms and make it easier to change between rail, Underground and DLR services.
- A new westbound Central Line platform.
- Widening of platforms to increase capacity.
- A new station entrance at mezzanine level to improve the flow of passengers

Stratford Regional station is one of the busiest interchanges outside Central London with around 37,000 passengers travelling through the station during an average

three-hour morning peak period. The station upgrade scheme will significantly increase capacity during peak periods to accommodate growing demand including the additional 63,000 spectators expected to use the station during the 2012 Games. Work on the Stratford Regional Station Upgrade is expected to start in August 2007 and be completed in late 2010.