

LONDON UNDERGROUND, LONDON OVERGROUND AND DLR ROUND-UP

LU Track Renewals Programme – Of the 1,115km of track, 79% is for passenger routes with the remainder in depots and sidings. Overall, 80% of the LU network is comprised of modern flat-bottomed track form, falling to 73% in deep tube sections where older bullhead style rail is being replaced. There are also 1,808 units of points and crossings around the network; 747 of these are for passenger moves with the rest in depots and sidings. The Track Renewals Programme aims to install high integrity, low maintenance, flat-bottom rail on concrete sleepers, replacing bullhead rail on timber sleepers, some of which has been in service on the LU Network since the early 1900s with much more dating from the 1960s and 1970s. Details of renewals for individual locations are included in this 12-page paper.

LU Major Projects Stations Programme – The current LU strategy reflects constrained funding and uncertainty of future demand. Therefore, the programme is now focused on completion of committed schemes and taking forward schemes funded by third parties.

The planned closure of the Northern Line between Moorgate and Kennington is reported to commence on 17 January 2022 for a duration of 17 weeks until 15 May 2022.

Holborn and Camden Town Station Capacity Upgrades – Both schemes are currently on hold without Government financial support. However, TfL has already safeguarded the Camden Town scheme by purchasing the land required, and will continue to explore alternative methods to deliver project benefits by engaging with potential development partners to support plans for improving the station.

In the longer term, TfL will make the case for confirmed capital support to enable critical infrastructure projects, including these upgrades.

TfL Investment Programme Report - Quarter 2 2021/22 (30 May – 21 August 2021)

DLR rolling stock manufacture is underway, with the initial series run of 20 car bodies for the first four five-car trains being in production.

Cars 1 to 3 are now complete. Train 1 is due to be ready for static testing in December 2021, and dynamic testing is due to commence in 2022. Completion of the project is forecast in 2026.

In August 2021, Siemens began manufacture of the first new intermediate (wheel-less) car for the Piccadilly Line. Phase one of the line upgrade is forecast to complete in 2027.

Confirmation that doubling of the initial train service to Battersea will await completion of the Bank branch closure works.

Barking Riverside Extension most likely entry into service date remains as autumn 2022, with the final stage of signalling commissioning planned over a series of weekends in March/April 2022.

At Paddington, the project for an enlarged ticket hall and step-free Bakerloo Line access is due for completion in late summer 2022. Tunnelling works for the new cross-passage at platform level are scheduled for late 2021/early 2022.

At Knightsbridge the new facilities will open in a staged process with the Brompton Road entrance being available to the public in early 2022.

At Stratford a new south-western station entrance is forecast to open in 2023.

At West Ham plans for a new western ticket hall from the Twelve Trees Park housing development target a start on the new entrance in 2022.

A new fleet of engineering wagons from CRRC, the world's largest rolling stock manufacturer, await testing of prototypes. The first four prototype wagons are in the UK and undergoing final engineering works before dynamic testing can begin. They will then be joined by a further three prototype wagons to undergo infrastructure testing on the London Underground network, after which the remaining 66 wagons will enter production in China before being shipped to the UK in early 2023.

The two rail-mounted cranes and eight tilting wagons from Kirow in Germany are currently undertaking clearance runs before they undergo dynamic brake testing on the LU test track. Once approved, the cranes and tilting wagons will operate outside Ruislip Depot, first in open sections and then in sub-surface tunnel environments. They enable transport of wide track panels from the manufacturer to track renewal locations.

(Programmes and Investment Committee – 13 October 2021).