

EDITED PRESS RELEASES

TRANSPORT FOR LONDON

BOND STREET TUBE STATION TO TRANSFORM ACCESS TO LONDON'S WEST END

3 April 2014

Vital construction work is stepping up this spring at Bond Street Underground station to transform access to London's West End. Part of London Underground's £10 billion programme of continuous improvement, major construction work will modernise and enlarge the station by 2017, allowing for the expected increase from 155,000 to 225,000 daily passengers at Bond Street station when Crossrail arrives the following year.

The improvements are part of an overall transport vision for the West End as it prepares for more Underground passengers and the arrival of Crossrail, with major expansion also taking place at Tottenham Court Road station. Passengers will get their first look at brand new parts of Tottenham Court Road station by early 2015, when new access opens to the Northern Line platforms. This includes a new entrance, with a second entrance opening later in 2015, a large part of the new ticket hall and escalators leading down to new pedestrian passages.

New lifts will make the station step free from street to platform, and new escalators are being fitted to handle the increasing number of passengers who are using the station as we move toward the introduction of Crossrail. The modernised Underground station will interchange with the new Crossrail station, enabling passengers to access the network via entrances on Hanover Square and Davies Street.

While a lift shaft is constructed as part of the next phase of work, Central Line trains will not stop at the station from 23 April until late June 2014. Then, while escalators are inaccessible as part of work to connect the new ticket hall to existing station infrastructure, Jubilee Line trains will not stop from early July until early December 2014. On completion of this work, the station will operate on an exit-only basis until the end of 2014 to facilitate further tunnelling works.

LONDON UNDERGROUND'S £330 MILLION STATIONS PROGRAMME SET TO MAKE 70 STATIONS FIT FOR THE NEXT DECADE

8 April 2014

Underground passengers across the network will see their stations modernised with upgraded flooring, walls and ceilings, CCTV systems and energy-efficient lighting in a £330 million Station Stabilisation programme over the next seven years. London Underground has selected more than 20 contractors and three multi-discipline design firms to bring a new innovative and collaborative approach to the work, which will see 70 stations modernised and maintained to a common standard that will mean no significant further work should be needed for ten further years. Stations that will benefit from the work include Embankment, Paddington, Earl's Court, South Kensington and Charing Cross.

Appointed contractors are: Wingate, Delatim, Giffin Group, Atkins, Fourway, Magnolia, Emerald, Close Brothers, Livis, DMC, Excel, K&M McLoughlin, JNG, HA Marks, AGS, Community Clean, UKDN Waterflow, Lanes Group, Hillmore Fire Protection, Young & Young Security, TRAD Scaffolding, Millcroft. Appointed designers are: Atkins, Jacobs, Capita.

TfL BEGINS SEARCH FOR SUPPLIER TO PROVIDE NEW TRAINS ON NEW AND EXISTING LONDON OVERGROUND ROUTES

9 April 2014

Transport for London today began its search to find potential suppliers to provide a fleet of at least 39 electric trains. The new trains will operate on some of the West Anglia mainline routes that will transfer over to TfL on the 31 May 2015, as well as on the existing London Overground route between Barking and Gospel Oak. The new trains will have similar features to the existing London Overground fleet, including walk-through carriages, air-conditioning and improved accessibility and are expected to go into passenger service from mid-2017.

The notice, which TfL will place today with the Official Journal of the European Union (OJEU), also provides TfL with the opportunity to order more trains to meet future demand.

The West Anglia inner services, between Liverpool Street Station to Enfield Town, Cheshunt (via Seven Sisters) and Chingford, come under TfL management in May 2015 and will be operated as part of the London Overground network. Until the new rolling stock arrives, TfL will set about refreshing the existing West Anglia train fleet, including deep cleaning and rebranding to provide a cleaner, brighter environment for passengers. In addition, TfL will ensure all 24 stations (there are 26 on the new routes including the Romford to Upminster line, for which it will take responsibility) are upgraded with a deep clean, new signage, improved CCTV and passenger information systems.

The Gospel Oak to Barking route, which is already part of London Overground, is being electrified by Network Rail and due to be completed in 2017.

LU INVITES THALES TO TENDER FOR NEW SIGNALLING SYSTEM

25 April 2014

London Underground today confirmed that, following a detailed pre-qualification process, Thales will be invited to tender for the contract to transform capacity and reliability on the Circle, District, Hammersmith & City and Metropolitan lines (Sub-Surface Railway). The delivery of the contract would see the signalling replaced and modernised. LU issued an OJEU at the beginning of this year asking for expressions of interest from the industry for a signalling system that can be implemented on to the Sub-Surface Railway. Thales, who have been installing the signalling on the Northern Line, presented LU with a signalling solution that would meet the intricate operational requirements of the oldest and most complex parts of the Underground network. The next stage of the process is to work together with Thales to secure a firm commitment with a competitive cost, delivering value for money and with a realistic and reliable commissioning programme.

This process follows a mutually agreed decision between LU and Bombardier in December 2013 to re-let the contract that Bombardier had been awarded in 2011. It is anticipated that a new contract will be awarded this summer.

NEW DLR STATION OPENS AT PUDDING MILL LANE

28 April 2014

The new Docklands Light Railway Pudding Mill Lane station – now the largest on the DLR network – opened on Monday 28 April 2014. The station will boost capacity to enable the railway to carry an extra 1,100 passengers per hour and deliver improved service reliability on the route between Stratford and Canary Wharf/Lewisham.

The Pudding Mill Lane station project was undertaken with Crossrail, which has moved the location of the previous station to make room for a tunnel portal for one of its new lines, as part of Europe's largest infrastructure project. From the end of 2018, Crossrail trains will emerge from the new tunnels at Pudding Mill Lane and join existing rail lines through northeast London to Essex. DLR passengers will be able to interchange with Crossrail, London Underground, London Overground and

National Rail at Stratford station. In a major piece of civil engineering, Crossrail's works involved building the new Weston Williamson-designed station, as well as a tunnel portal and approach ramp. Careful management of works was required because of the site's close proximity to vital sewerage and power utilities, Queen Elizabeth Olympic Park, live National Rail and DLR lines and an entry portal for Crossrail tunnel boring machines heading towards the City. The replacement station comprises approximately 1,000 square metres of glazing and 33,000 cubic metres of concrete. The former DLR station will now be demolished, followed by piling works to create a new retaining wall ready to accommodate the Crossrail tracks as they reach the surface.

CROSSRAIL

CROSSRAIL TUNNELLING MARATHON THREE QUARTERS COMPLETE FOLLOWING WHITECHAPEL BREAKTHROUGH

4 April 2014

Crossrail's train tunnels are three quarters complete following the breakthrough of Victoria, one of the project's huge boring machines, into Whitechapel station. The 150 metre long machine is named after Queen Victoria and began her journey at Limmo Peninsula in east London at the end of 2012. She broke into the huge underground space at Whitechapel where work is taking place 35 metres below the surface to create over a kilometre of new platform and passenger tunnels for the new Crossrail station.

During the second half of 2014, whilst tunnelling will continue, the project's focus will begin to shift to the substantial job of fitting out the stations and tunnels. Three of Crossrail's boring machines have already retired, with a further five still in use.

- In the west, the tunnels between the Royal Oak portal and Farringdon are complete.
- In the east, Victoria and Elizabeth have reached Whitechapel. Ellie is heading towards Stepney Green and Jessica is being prepared to complete Crossrail's shortest tunnel drive between Limmo Peninsula and Victoria Dock.
- On the south east section of the route, Sophia has finished her drive and Mary is heading under the Thames.

TUNNELLING GIANT JESSICA TAKES A ROAD TRIP TO GET IN PLACE FOR THE LAST STRETCH OF TUNNEL

9 April 2014

Crossrail tunnelling giant Jessica has completed another epic journey through the heart of east London; but this time it was on the back of a lorry. Just two months after completing her 2.7 kilometre tunnel drive from Pudding Mill Lane to one of Europe's largest mined caverns at Stepney Green, Tunnel Boring Machine (TBM) Jessica made a 5 kilometre journey to her next launch point at the project's eastern tunnel's Limmo Peninsula site at Canning Town.

To make the trip, Jessica was dismantled, lifted out in pieces by crane, loaded onto heavy load carrying flatbeds and transported from Stepney by road in a series of carefully managed operations taking place during a month long process. On Sunday 6 April, Jessica's iconic 7.1 metre diameter cutter head and 65 tonne shield were driven through the streets – and through the Limehouse Link – before being unloaded at Limmo Peninsula to be re-assembled and put back to work constructing the final Crossrail tunnels between Limmo and Victoria Dock Portal.