

EDITED PRESS RELEASES

TRANSPORT FOR LONDON

EUROS ON THE UNDERGROUND

15 July 2014

Transport for London has teamed up with Raphaels Bank to introduce cash points at 70 London Underground stations which dispense both Pounds and Euros. The move is part of TfL's work to modernise and improve the services available to passengers across the transport network. UK cardholders can withdraw sterling for free¹ from the distinctive new cash points, which are situated in prime locations across the LU network including Waterloo, London Bridge and King's Cross St. Pancras stations. Euro withdrawals are commission free, with rates aimed at beating the largest currency exchange providers. Raphaels has also developed a website to make it easier for passengers in London to find their nearest Euro ATM on the Underground – **cashpointcompass.co.uk** Raphaels Bank commissioned a survey² of 2,000 travellers and found that only 62 per cent of them bought currency in advance of their holidays. The service has been designed to make it easier for busy London workers, commuters and residents to be able to get their cash for local use as well as trips abroad.

TfL SHORTLISTS BIDDERS FOR TRAINS

15 July 2014

Transport for London today announced the four bidders shortlisted to supply new rolling stock to run on new London Overground routes out of Liverpool Street station and to replace current two-car diesel trains on the Gospel Oak – Barking route. They are:

- Siemens Mobility Rolling Stock.
- Hitachi Rail Europe.
- Construcciones y Auxiliar de Ferrocarriles S.A. (CAF).
- Bombardier Transportation.

The successful bidder, which will be announced in Spring 2015, will be asked to supply 39 new four-car, electric, metro-style trains to operate high-frequency, high-capacity suburban services in and around London. Thirty-one new trains will operate on routes recently devolved from the West Anglia franchise to TfL which run between Liverpool Street and Enfield Town, Cheshunt (via Seven Sisters) and Chingford as well as the Romford to Upminster route. Eight of the electric units will be allocated to the Gospel Oak to Barking service to replace the current two-carriage diesel trains and alleviate congestion as well as provide a more environmentally friendly rail service.

The routes that TfL will take over run from Liverpool Street to Enfield Town, Cheshunt (via Seven Sisters) and Chingford and includes 23 stations. Two stations (Liverpool Street and Cheshunt) on these routes will remain the responsibility of Network Rail, or Greater Anglia. TfL services through these stations will be in a minority.

Additionally, TfL will also take over the Romford to Upminster services and that will include Emerson Park station on that line. Romford station will be managed by Crossrail and Upminster station by c2c.

London Overground will take over the management of the Liverpool Street station services and Romford to Upminster services on 31 May 2015. Initially, existing rolling stock will continue to be used after undergoing a deep clean. In a rolling programme, all of the stations will be thoroughly cleaned, and have new, modern ticket machines installed.

The services will be run by London Overground operator, LOROL, from 31 May 2015 until November 2016 when the current London Overground concession is due to end. The Liverpool Street services will then become part of the overall London Overground concession which will be re-let.

CONTACTLESS PAYMENTS SET TO LAUNCH

25 July 2014

Passengers are set for easier and more convenient journeys from 16 September 2014 when Transport for London will introduce contactless payments for all pay as you go passengers on the Underground, London Overground, DLR and Trams in addition to the capital's buses.

¹ Card charges imposed by the cardholder's bank or credit card provider may apply.

² OnePoll Survey commissioned by Raphaels Bank, conducted March 2013.

The new option, which is part of a huge range of improvements TfL is making for passengers, means that there will no longer be any need to spend time topping up Oyster balances because fares are charged directly to payment card accounts. Contactless payments – credit, debit, charge or pre-paid cards or devices – work in the same way as Oyster, charging the pay as you go fare by touching in and out on the readers at the start and end of every journey.

In addition to ‘daily’ capping, a new Monday to Sunday cap will also apply for passengers using the contactless payment option, as the system will automatically calculate the best value contactless fare over the course of the week.

Only one charge per day will be sent to the bank or financial provider for payment – clearly referencing it as a payment to TfL for travel. Registered passengers will be able to easily view their journey and payment history via their TfL online account.

The account, part of TfL’s work to modernise and personalise the services that it offers passengers, ensures ease and transparency and also gives customers the ability to obtain refunds on incomplete journeys. Contactless payments have operated on the capital’s bus network since December 2012 and have been used by around 825,000 passengers for 17million journeys.

Around 65,000 journeys a day are being made using a contactless payment card. A pilot of the system on the London Underground and rail network, which began in April involving around 3,000 passengers, has been successful.

Ahead of the launch on 16 September, TfL is continuing to remind passengers that it is imperative that they only touch one card to the reader to avoid ‘card clash’. This simple measure will ensure passengers avoid paying with a card they did not intend to use. It will also avoid gates not opening or not giving a green light to proceed.

TfL and National Rail continue to work together to develop the programme to expand the system to the suburban rail routes where Oyster is currently accepted. TfL has worked closely with the payment card industry, including The UK Cards Association, American Express, MasterCard, Visa Europe and Barclaycard, on the development of contactless payment card acceptance on the transport network.

CROSSRAIL

CONSTRUCTION OF NEW CROSSRAIL STATIONS HITS HALFWAY MARK

10 July 2014

The construction of Crossrail’s new stations in central London and Docklands is now half complete, with almost three miles of platform and station tunnels created beneath the streets of the capital. New stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Canary Wharf, Custom House and Woolwich are being built. From 2018, the stations in central London will be served by 24 trains an hour in each direction at peak times.

Five of Crossrail’s central London stations are being created using a well-established technique known as ‘Sprayed Concrete Lining’ to create new station tunnels – Bond Street, Tottenham Court Road, Farringdon, Liverpool Street and Whitechapel. The technique involves spraying a quick setting form of concrete onto freshly excavated ground to seal the new tunnels.

TfL APPOINTS BARBER & OSGERBY TO WORK ON DESIGN OF CROSSRAIL TRAIN

11 July 2014

Following a competitive process design studio Barber & Osgerby has been appointed as Transport for London’s design partner for the fleet of Crossrail trains that will go into service from 2017. The London-based design studio will be working on the interior and exterior designs with TfL and Bombardier, who will be building the trains at their factory in Derby. Each train will be just over 200 metres long, made up of nine walk-through carriages and able to carry up to 1,500 passengers.

Key features of the new high-capacity trains include air conditioning and inter-connecting walk-through carriages, and on-train passenger information systems will deliver real-time travel information to allow passengers to plan their onward journeys. The new lightweight trains will be built with an emphasis on energy efficiency and use of intelligent on-train energy management systems controlling lighting and air conditioning and will re-generate energy back into the supply when braking.

TfL will introduce the new trains from 2017, with the fleet initially introduced to the existing rail network well in advance of services commencing through Crossrail's central section in December 2018.

TfL ANNOUNCES MTR TO RUN CROSSRAIL SERVICES

18 July 2014

Transport for London has announced its intention to award the contract to operate Crossrail services to MTR Corporation (Crossrail) Limited (MTR). The £1.4 billion contract will be for eight years with an option to extend to ten years. MTR will be a key partner in delivering the new Crossrail services connecting Reading and Heathrow in the west with Shenfield and Abbey Wood in the east. MTR is expected to employ around 1,100 staff with up to 850 new posts, creating many hundreds of jobs for local people. This will include almost 400 drivers and over 50 apprenticeships for people from communities along the route.

When Crossrail services are fully operational they will increase rail based transport in the capital by 10 per cent and, along with the Underground modernisation, ensure TfL can continue to move people efficiently around London. Crossrail will set the benchmark for passenger experience on European metro services and achieve internationally recognised high standards of reliability, train frequency and customer service.

Crossrail will be fully integrated as part of the TfL network providing a fast, frequent service linking the east and west and relieving congestion on some of the busiest Underground lines. Passengers using Crossrail will see reduced journey times and the new stations will be integrated with existing London Underground, DLR, London Overground and National Rail stations making it easy for passengers to change between services.

Crossrail services will be introduced as follows:

- Heathrow to Paddington (main line platforms) – May 2018 (when the Crossrail concession takes over the Heathrow Connect service).
- Paddington (Crossrail platforms) to Abbey Wood – December 2018.
- Paddington (Crossrail platforms) to Shenfield – May 2019.
- Full through service (including services to Reading) – December 2019.

RESTORATION OF DERELICT VICTORIAN RAIL TUNNEL COMPLETE

29 July 2014

Work to breathe new life into the Connaught Tunnel – a disused rail tunnel in Docklands – has been completed as part of the Crossrail project. The 550m long tunnel runs below the Royal Docks next to ExCeL London, close to London City Airport. The tunnel was built in 1878 and has not been in passenger use since December 2006. Work was required to deepen, strengthen and widen the structure and to remove 135 years of coal and soot from the steam trains that originally used the tracks. Last summer, 13 million litres of water were drained from the dock that runs above the tunnel to allow Crossrail workers to access the structure from above. The tracks, overhead cables and communications systems required to run the trains will begin to be installed next year.