

EDITED PRESS RELEASES

TRANSPORT FOR LONDON

LU TO SOURCE ADDITIONAL TUBE TRAINS

18 August 2014

London Underground has invited expressions of interest to supply new trains for the Jubilee and Northern lines. A formal Invitation to Tender should be issued in early 2015 for up to 18 trains for the Jubilee Line and up to 50 trains for the Northern Line – five of which will be put into service on the Northern Line extension from Kennington to Battersea. (See also below). The new trains will increase capacity on the Jubilee Line by 13 per cent and the Northern Line by 25 per cent. When these extra trains are in service by 2021 central London passengers will benefit from at least 30 trains per hour on the Northern Line and at least 34 trains per hour on the Jubilee Line during peak times.

LU has placed a notice with the Official Journal of the European Union (OJEU) seeking expressions of interest to supply new trains for the Jubilee and Northern lines. A formal Invitation to Tender is expected to be issued in early 2015.

LU AWARDS CONTRACT TO BUILD NORTHERN LINE EXTENSION

21 August 2014

London Underground has today announced its intention to award the contract to design and build the Northern Line extension from Kennington to Battersea via Nine Elms to Ferrovial Agroman Laing O'Rourke. The contract, worth approximately £500 million, will be for six years and covers the main construction works. The full cost of the scheme is expected to be up to £1bn, which is being funded entirely through developer contributions from Battersea Power Station and other developers and, from 2016, a new Enterprise Zone.

The construction of the extension will help kick start regeneration in the Nine Elms area of south London and provide major transport benefits, cutting journey times to the West End and the City to just under 15 minutes. It will also reduce pressure on Vauxhall station, support the existing Northern Line south of Kennington and give wider access to leisure and employment opportunities.

A public inquiry to consider the Transport and Works Act Order application to extend the Northern Line ran from 19 November to 20 December 2013 and was conducted by an independent Inspector. A decision on the Order is anticipated in autumn this year. LU has now completed its evaluation and negotiations and following a 10-day standstill period required by European law LU will enter into contract with Ferrovial Agroman Laing O'Rourke.

LU is carrying out a huge programme of modernisation, with major stations, trains, track and signalling being modernised or replaced to provide more capacity for a growing city. The line upgrades are at the core of LU's investment programme, which will deliver more than 30% increase in capacity. The upgrade programme is being delivered over the coming years, with work on upgrades to the Northern, Circle, District, Hammersmith & City and Metropolitan lines well underway.

TfL BUYS COVENT GARDEN OFFICES TO GENERATE INCOME

26 August 2014

TfL has acquired the long lease for the offices above London's historic Covent Garden Underground station for £10m as part of its commercial vision to generate substantial non-fares income to reinvest back in to the transport network. The 11,754 sq ft offices at 40 Long Acre, W.C.2, are currently let to brand consultancy, Interbrand Group, with the lease expiring in June 2015.

TfL is one of the biggest landowners in London, owning around 5,700 acres across an extensive portfolio of buildings and land attached and above Underground stations, railways and highways.

Property is therefore a key element to the commercial vision and TfL is taking a new approach, investing in property sites to generate better rental income as well as working with partners on new developments to generate long term investment.

"TfL already owns the freehold of the offices above Covent (sic) Garden Underground station and has acquired the long lease with 100 years left to run from Didier Tandy's Sunnyday Capital".

CROSSRAIL

CROSSRAIL TUNNELLING MACHINE JESSICA COMPLETES HER JOURNEY

11 August 2014

Crossrail's tunnel boring machine Jessica has completed a new tunnel from Limmo Peninsula, near Canning Town, breaking into Victoria Dock Portal in east London. The 1,000 tonne machine, named after Olympic champion Jessica Ennis-Hill CBE, completed her 900 metre journey in just nine weeks, travelling as far as 41 metres per day. The machine will now be dismantled, with parts returned to manufacturer Herrenknecht for use on other tunnelling projects.

Jessica is 150 metres long and 7.1 metres in diameter and was staffed by teams of 20 people. Tunnel segments were made in Chatham, Kent and transported to Limmo by river barge. It is Jessica's second Crossrail tunnel drive, having already created one of the two tunnels forming the spur from Pudding Mill Lane near Stratford to Stepney Green.

Jessica's sister tunnelling machine, Ellie, will start the remaining twin tunnel from Limmo to Victoria Dock in the coming weeks. Crossrail's rail tunnels are now 83% complete, with TBM tunnelling due to complete early next year.

GREEN LIGHT FOR CROSSRAIL IMPROVEMENTS AT EALING BROADWAY STATION

14 August 2014

Proposals for an overhaul of Ealing Broadway station as part of Crossrail upgrades have been approved by Ealing Council's Planning Committee. The new station, designed by Bennetts Associates, will have a long, curved canopy running the length of the forecourt that will reflect the prominence and importance of the station building. The dated façade will be replaced with a new glass structure and a new entrance twice the size of the existing one, giving the building a much larger, brighter feel.

Inside the station, improvements comprise:

- A ticket hall more than twice the size of the existing one with capacity for 17 standard ticket gates and one wide aisle gate.
- Four new lifts to provide step free access from street level to all platforms.
- Improved staircases for platforms 1 and 2/3.
- Platform extensions to accommodate the new high capacity Crossrail trains.
- New toilet facilities.
- New passenger information screens, station signage, help points and CCTV.

Construction work is expected to begin in summer 2015 and is expected to last around 18 months. Network Rail, which is delivering the station improvements, will set up worksites in summer 2015 and will use part of the station forecourt and a corner of Haven Green.

PADDINGTON STATION EXCAVATION REACHES CROSSRAIL TRAIN TUNNELS

21 August 2014

Crossrail Paddington contractors Costain Skanska Joint Venture has excavated down to the new Crossrail tunnels, breaking into the top of the tunnels 16 metres below ground level, as part of construction of the new station.

Costain Skanska will excavate the earth between the two tunnels creating a large open station platform level. Once excavation is completed, they will start building the station platforms and laying the track bed.

Reaching the tunnels marks an important phase in the construction of Paddington station. The excavation down 16 metres underneath Eastbourne Terrace will allow, once all of the 2,640 individual tunnel segments have been removed, to start the construction of the platforms and track bed.

Tunnelling machines Phyllis and Ada built the new train tunnels through Paddington at the beginning of 2013 ahead of completing their 6.8km journeys to Farringdon in autumn 2013.

Costain Skanska's workforce of 400 subsequently excavated more than 40,000 tonnes of earth, enough to fill 44 Olympic-sized swimming pools to reach the western running tunnels.

Following the completion of the platform and track bed construction, system-wide contractor ATC (Alstom, TSO & Costain) will commence fit-out of the new tunnels with track and other rail infrastructure.

The new Crossrail station is being constructed adjacent to the existing Paddington National Rail station under Eastbourne Terrace. The 250 metre long and 30 metre wide spacious station will include a 120 metre long glass canopy. A Cloud Index artwork by world renowned artists Spence Finch will be embedded into the canopy.