

EDITED PRESS RELEASES

TRANSPORT for LONDON

LOST PROPERTY OFFICE TO MOVE TO NEW HOME IN SOUTH KENSINGTON

9 September 2019

Transport for London's (TfL) Lost Property Office will be moving to new premises in Pelham Street in South Kensington in October 2019. Its new home offers more space for the processing and storage of found items, allowing the department to deal with increased demand as London's population continues to grow, with more and more people using public transport.

More than 900 items of lost property are found every day on London's transport network and the current premises at 200 Baker Street – which first became home to the Lost Property Office in 1933 – are no longer suitable for the efficient running of the service. The relocation will take place over several weeks, with the processing of found items commencing from the new site in September. The full relocation is expected to be complete by 21 October and the office at Baker Street will remain open to passengers until then for the collection of their property. The Lost Property Office keeps items for up to three months and tries to reunite them with owners through contact information found on the property or by matching them to passenger enquiries. After three months, unclaimed items have personal data removed and securely destroyed before they are either donated to charities including The Salvation Army, The British Red Cross and Scope, or recycled, sold or disposed of. Any revenue generated from unclaimed items contributes towards the cost of running the Lost Property Office.

BANK STATION PROJECT REACHES MAJOR MILESTONE

12 September 2019

A landmark moment in the project to upgrade Bank Underground station was reached this week, with the roof on the new station entrance, located on Cannon Street, 'topped out' and now complete. The new entrance will provide passengers with direct access to the Northern Line, as well as connecting a new moving walkway to the Central Line. The upgrade of Bank station, due for completion in 2022, will boost capacity at the busy interchange by 40%.

Work will now continue to fit out the entrance, with the next stage focused on creating the dividing walls and operational rooms within the new station entrance, which is spread across 11 storeys. The remaining tunnelling is progressing well, with the southbound platform already under construction in the new Northern Line running tunnel, and the construction of the new escalator barrel to the DLR due to commence in early autumn. The project, which passed the halfway mark earlier this year, will eventually provide two new lifts at the Cannon Street entrance, 12 new escalators and two moving walkways. These additions will make access to the Northern Line step-free and improve the existing step-free access to the DLR.

Other benefits of the major Bank station upgrade work include:

- A new railway tunnel and platform for the Northern Line that will reduce interchange times and create more space for passengers.
- Step-free access to the Northern Line and improved step-free access to the DLR platforms.
- More direct routes within the station, with two new moving walkways.
- Two new lifts and 12 new escalators.
- A new station entrance on Cannon Street.

The full Bank station modernisation project is now over half way to completion with over 1,000m of new tunnels having been built. Passenger disruption has been minimal throughout.

TfL ANNOUNCES THE SALE OF 55 BROADWAY

16 September 2019

"We're delighted we've completed a deal with Integrity International Group". The sale of the 55 Broadway office complex includes 100 Petty France and Wing Over Station. The exchange and completion of the offer took place on Friday 13 (! Ed.) September. Integrity International Group now holds a long lease for 150 years for the office buildings complex. The long leasehold includes the ground floor retail units, but not the ticket hall and other operational property. There will be no material impact on the operation of St. James's Park Underground station.

The opportunity for a long single leasehold was offered through the open market to deliver best value for money. It forms part of the long-term estate management strategy to reduce office accommodation costs and generate vital revenue to support upgrading critical transport infrastructure and our housing development programme. 55 Broadway has played an important role in the development of London, and the company are confident that this is recognised by Integrity International Group who will invest in this historic building and breathe new life into it.

Integrity International Group will be taking a short leaseback of the Broadway Complex for a maximum of 12 months. They are on track to deliver savings of £110 million on accommodation by 2022, which will be invested back into the transport network.

INSTALLATION OF THREE NEW DLR ESCALATORS AT BANK STATION

16 September 2019

Essential work to make way for the installation of three new escalators in the Docklands Light Railway (DLR) concourse starts later this month on 30 September 2019. This marks a crucial phase of the planned upgrade as the modernisation of Bank station continues to gather pace, with capacity set to increase by 40 per cent by 2022.

The DLR concourse will be reduced to make way for the three new escalators to the Northern Line, which will help to improve journeys through the station by boosting capacity. A one-way system will be put in place with staff on hand to direct passengers. Passengers arriving on the Northern Line will be able to reach the DLR by the existing fixed staircase while DLR passengers wishing to interchange to the Northern Line will be redirected by new signage. DLR passengers will be able to enter and exit Bank and Monument stations as usual.

The escalator installation is a vital part of the station upgrade. Once ready for use in 2022, the escalators will make it easier for passengers to travel around the station and reduce congestion when the new, higher-capacity DLR trains enter service in 2023.

CROSSRAIL

TfL RAIL TO OPERATE SERVICES TO READING FROM 15 DECEMBER

26 September 2019

From Sunday 15 December, TfL Rail will begin running the stopping services between Paddington main line and Reading, ahead of the service becoming part of the Elizabeth Line. These services are currently operated by Great Western Railway.

Under TfL Rail, the current service frequency of four stopping trains an hour in the peak between Paddington main line and Reading will be maintained using the new class 345 trains. Two trains per hour will run during the off-peak, as is currently the case. The service replaces part of the Great Western inner suburban route, although some fast services will continue to be operated by GWR from Reading, Twyford, Maidenhead and Slough to Paddington.

In a previous press notice dated 23 September 2019, Crossrail announced that station upgrade work had been authorised for Ilford and Romford which includes step-free access to platforms..

SOUTH WESTERN RAILWAY

UK'S OLDEST TRAIN FLEET UPDATED WITH £26M INVESTMENT INTO ISLE OF WIGHT'S RAILWAY

16 September 2019

Rail Minister Chris Heaton-Harris will visit Brading Station today as the Department for Transport principally funds South Western Railway's proposals to improve the sustainability of the railway linking Ryde to Shanklin. This follows a multimillion investment announcement by Network Rail into improvements to renew Ryde Railway Pier where trains connect with ferries to Portsmouth. The proposals were developed in partnership with key stakeholders on the island, including Isle of Wight Council and Solent Local Enterprise Partnership. They have agreed to jointly contribute £1 million to fund a new passing loop at Brading to deliver an even interval half-hourly service to the pier.

Vivarail will be building 3rd rail trains to make best use of Island Line's electrified track which follows on from their diesel units for West Midlands Railway and battery/diesel trains for Transport for Wales.

The first train is expected to arrive on test in early summer 2020, with track improvement works
Cllr. Chris Quirk, a founding member of the Keep Island Line in the Franchise (KILF) Campaign, said: "We are delighted with this outcome. Our sole objective has always been to secure Island Line's future within the wider franchise model. Today's announcement is 'mission accomplished' for KILF".

SIEMENS

SIEMENS' RAIL MANUFACTURING SITE WILL CREATE UP TO 1,000 JOBS IN GOOLE

11 September 2019

Siemens plans to build trains for the London Underground at their new 67-acre facility on the Goole 36 enterprise zone after receiving approval from East Riding of Yorkshire Council. The plans include 860,000 sq ft of manufacturing, commissioning, warehouse buildings and stabling sidings, as well as a four-storey 54,000 sq ft office building. Goole 36 is one of Yorkshire's largest and most high-profile industrial / distribution sites, with approximately 100 acres of prime development land. As part of the project, Siemens is planning to create up to 700 jobs and a further 250 during construction, with an additional 1,700 potential UK supply chain roles. The factory will manufacture 94 trains for the Piccadilly Line as part of London Underground's upgrade programme to modernise the Piccadilly, Bakerloo, Central and Waterloo and City lines.