

EDITED PRESS AND NEWS RELEASE

TRANSPORT FOR LONDON

CONTRACT AWARDED TO REPLACE OLDEST DLR TRAINS

12 June 2019

TfL has awarded a contract to replace the oldest trains currently serving the Docklands Light Railway. The contract to design and manufacture the trains has been awarded to Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF).



Above: Artist's impressions of the new generation of trains for the Docklands Light Railway.

Illustrations: Transport for London

The order will replace the oldest rolling stock on the DLR which is nearly 30 years old and have come to the end of their design life. The new five-section trains will have walk-through carriages, real time travel information, air conditioning and mobile device charging points. The new fleet of trains are expected to start entering passenger service from 2023 and will provide better facilities for those with mobility impairments, with three multi-use areas in addition to three dedicated wheelchair spaces. These multi-use areas will also be able to be used to accommodate pushchairs, bicycles or luggage. The 43 five-section trains in the initial contact include 33 to replace the oldest rolling stock on the DLR network and an additional ten to boost capacity.

Additional notes: The order for 43 new trains for the DLR will be increased by another 14 trains promised in the Autumn 2018 budget once that agreement is finalised. The new trains are expected to enter service from 2023 to 2026, with enhancements to the Lewisham to Canary Wharf service commencing in 2023. (Response to TfL Freedom of Information request).

Appendix 3 of a paper to the March 2017 meeting of the Programmes and Investment Committee showed future possible service enhancements which could take the order to 109 or more trains by 2050. 14 trains would cover the first four rows of this table. It excludes the one train required for 3-car Stratford to Canary Wharf service by 2026, presumably now achieved by efficiencies. 15tph Stratford to Lewisham by 2032 requires 5 trains to meet Isle of Dogs and Stratford growth. The Royal Docks 2 programme will require 3 trains by 2034 for 22.5tph to Woolwich, and 6 trains by 2039 for 22.5tph Beckton/Thamesmead shuttle.

ENGINEERING TRAIN TRAVELS FULL LENGTH OF THE NORTHERN LINE EXTENSION FOR THE FIRST TIME

14 June 2019

The Northern Line Extension has passed a major milestone after an engineering train successfully travelled the entire length of the new tunnels from Kennington to Battersea for the first time. The train entered the new 3.2km tunnels in the Kennington loop, travelling through the newly-constructed step-plate junction that connects the existing Northern Line tunnels to the extension. It then continued to the new Nine Elms station before terminating at the extension's second new station at Battersea. The train carried 750 metres of power cable into the extension which was installed by

15 engineers. This first train to be driven along the full length of the Northern Line Extension marks the completion of the tunnels and track. Work to extend the line now focuses on the fit-out of the new stations, installing the power supply, and extending the signalling used on the Northern Line to the extension. When the extension opens in 2021 it will benefit thousands of people already living and working in the area, which is set to see 20,000 new homes and over 25,000 jobs by 2030.

BANK STATION UPGRADE CONSTRUCTION REACHES HALF-WAY STAGE

1 July 2019

The modernisation of Bank Underground station has reached a landmark stage, with over half of the construction work now complete. Most of the construction works have been completed in isolation from the existing station to keep disruption to passengers to a minimum. When the project is complete in 2022, there will be a new tunnel for the southbound Northern Line, allowing the existing southbound platform to be converted into a new passenger concourse in order to reduce overcrowding. The new tunnel has been excavated under an incredibly complex part of London, with 31 listed buildings bordering the project.

There will be a new station entrance on Cannon Street which will provide two new lifts in order to introduce step-free access from the street to the Northern Line and improve step-free access to the DLR. There will also be 12 new escalators and two moving walkways. The new southbound tunnel has been excavated, with waterproofing and concrete lining now underway. The escalator shaft from the new entrance on Cannon Street to the Northern Line platforms is complete and another that will form new escalators to the Central Line is nearing completion.

As well as the progress being made underground, the new station on Cannon Street is beginning to take shape. The structure for the new station will be complete this summer, allowing interior wall construction and station fit out to start in the autumn. The cross passages to the new Northern Line tunnel are also well underway, with a new 'secret door' already visible to passengers using the existing southbound platform (*see previous issue, page 439 – Ed.*).

4G ON JUBILEE LINE TUNNEL SECTION FROM MARCH 2020

19 July 2019

4G phone signal will allow passengers to check E-Mails, plan meeting up with friends and keep in contact while traveling through the tunnels or on Jubilee Line platforms in east London. The eastern half of the Jubilee Line will get full mobile connectivity within station platforms and tunnels for the first time from March 2020 – helping to remove one of the most high-profile mobile 'not-spots' in the UK.

The trial section, which will cover the platforms and tunnels between Westminster and Canning Town, will allow passengers to check for the latest travel information, catch up on social media and read their emails or the latest news uninterrupted as part of their journey. It will build on the existing free WiFi service that TfL offers both within more than 260 WiFi-enabled London Underground stations and on TfL Rail services. The service will also cover ticket halls and corridors within stations along this section of the Jubilee Line, with the exception of London Bridge and Waterloo stations which, subject to final approvals, will be added later during 2020.

The trialling of 2G, 3G and 4G mobile services along this section of the London Underground network will allow TfL and the mobile operators to gain valuable experience of delivering mobile services on the Underground ahead of awarding a concession to deliver mobile coverage across the whole Underground network. The next stage of procurement for the concessionaire will begin shortly, with a look to award the contract by Summer 2020.