

Tottenham Court Road station upgrade PROJECT UPDATE – NOVEMBER 2014

The Project Update keeps you in touch with progress and planned work at the Tottenham Court Road Station Upgrade Project.

We apologise in advance for any inconvenience our works may cause you and we will endeavour to keep disruption to a minimum. Our working hours are controlled and we monitor all activity to ensure it is within noise levels agreed with both Camden and Westminster councils.

Our core working hours are:

- **Monday to Friday 08:00 to 18:00**
- **Saturday 08:00 to 13:00**

In order to maintain these core hours, we are permitted one hour before and up to one hour after for start-up and close-down of activity. Owing to engineering or operational constraints, some activities will need to take place outside of these hours.

Activities planned to take place outside of core hours in November

Deliveries / removals	Site wide, including special loads and deliveries for fit-out phase
Steel fixing and waterproofing	As required
Surveying and monitoring	Site wide
Shaft sinking and tunnelling	24 hours a day, Monday to Friday
Concreting operations	As required
Removal of large equipment	As required



Current aerial view of the Tottenham Court Road Station Upgrade Project site

Timeline of key activities

- Re-open Charing Cross Road on the original alignment – Early December 2014
- Partial station opening – Early January 2015
- Central line services will not stop at TCR – Early January
- Begin demolishing the existing ticket hall and integrating with the new one – Early January 2015
- Renovate the Central line platforms and create new access – Early January 2015
- Open a new 'South Plaza' station entrance – Mid 2015
- Central line services resume stopping at TCR – Mid December 2015

Partial station opening

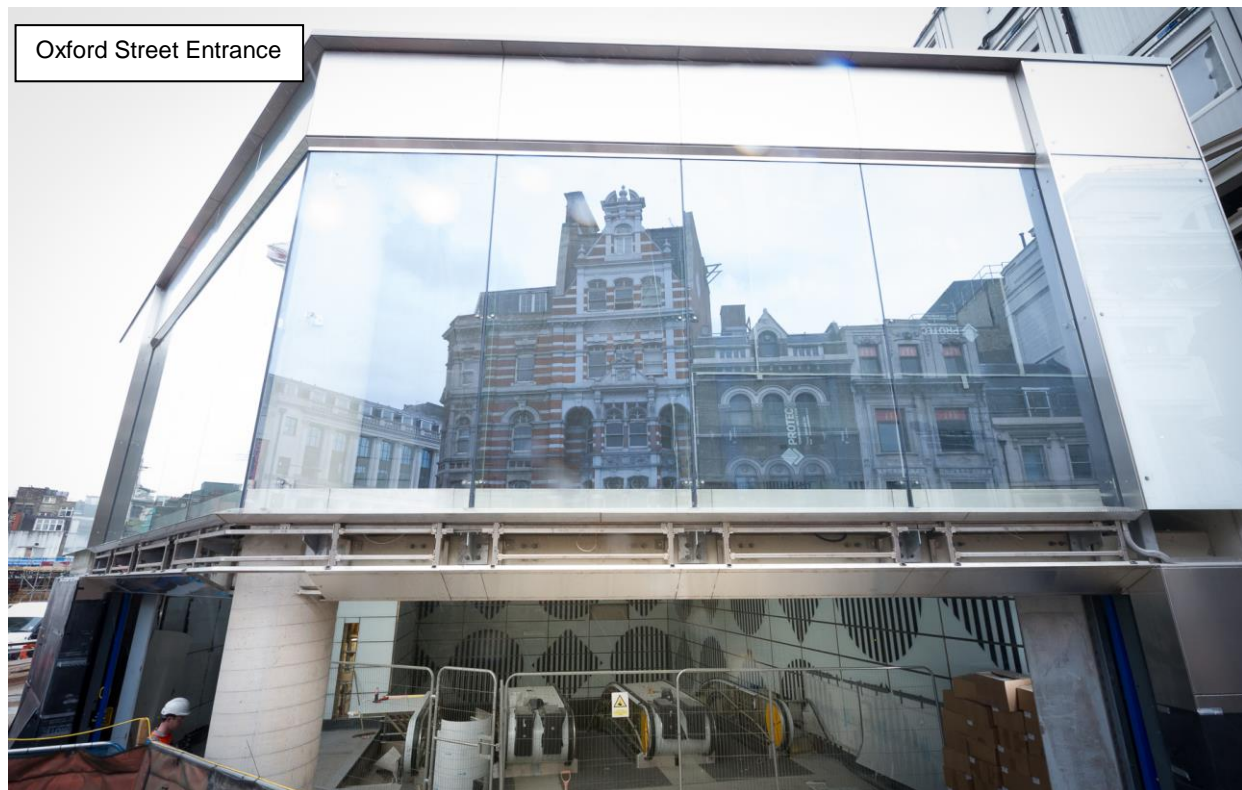
In January next year, part of the new ticket hall at Tottenham Court Road station will open to the public for the first time to serve the Northern line.

This will mark the completion of a significant proportion of the station upgrade work and mark the start of the next phase which will include:

- Demolition of the existing ticket hall and enlargement of the new ticket hall
- Refurbishment of the existing station
- 'Profiling' the Central line platform walls. This process involves the removal of cast-iron curved sections of the platform walls and replacing them with vertical steel sections. This creates sufficient space between the platforms for the construction and breakthrough of new staircases and a new lift shaft; these will connect the platforms with the new ticket hall via a new enlarged interchange passage

In order to enable this next phase of work, Central line trains will not stop at Tottenham Court Road station from 3 January until mid-December 2015. Transport for London (TfL) will issue comprehensive customer travel advice in November. Northern line train services will be unaffected.

For more information on the Tottenham Court Road station upgrade project visit the TfL website at www.tfl.gov.uk/travel-information/improvements-and-projects/tottenham-court-road



Surface works

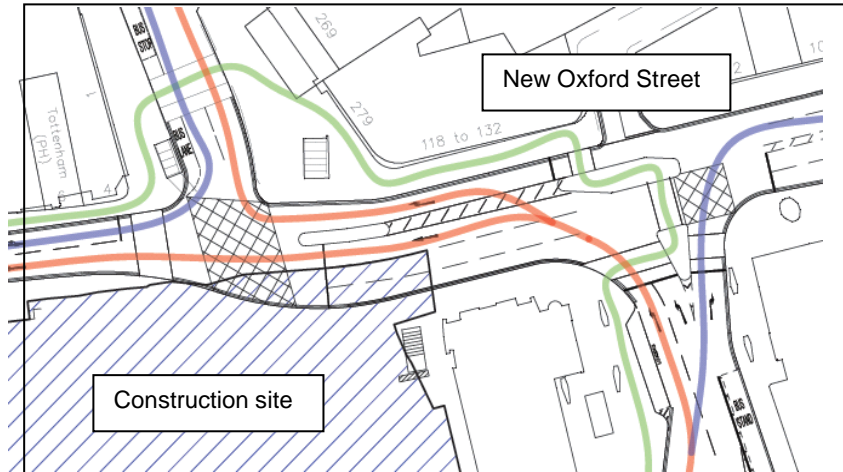
New Oxford Street one-way

Until 30 November, east-bound traffic from Oxford Street, including buses and cycles are being diverted north via Tottenham Court Road. This is to carry out work in the land above the ticket hall, and as we have extended the hoarding northwards the pavement adjacent to the site is now closed.

Traffic layout to the north of site, at the junction of New Oxford Street, Tottenham Court Road and Oxford Street that will be in place until 30 November

Key:

- PEDESTRIAN ROUTE
- WESTBOUND VEHICLE ROUTE
- EASTBOUND VEHICLE ROUTE



Reinstatement of Charing Cross Road, one lane north-bound

Construction of D5, the one lane reinstatement of Charing Cross Road north-bound, has progressed well with half of the new road surfaces that cross the south of the site already built. The full scope of D5 works, including the connections at the north and south onto existing roads, will be ongoing until December.

Falconberg Mews

Progress continues in Falconberg Mews where work is underway to both finalise the discharge connection into Thames Water’s existing services and install cladding on our new buildings. The water connection should be finished by mid November 2014. Until then vehicle access to the northern end of Falconberg Mews will not be possible but pedestrian access, lighting and security will be maintained at all times.

Operational station

We remain busy in the operational station, undertaking work over night when the station is closed to the public. In the passenger connection tunnels we are still removing the old tiles, rendering the wall and putting up new tiles. On the Northern line platforms we have installed the frames to hold the new cladding, as well as refreshing the walls and floors.

New lighting units are being installed that will enable the removal of the temporary platform lighting.

Work continues to restore the Paolozzi mosaic artwork on the Northern line platforms, with new large scale sections of replacement mosaic now installed.



Central line



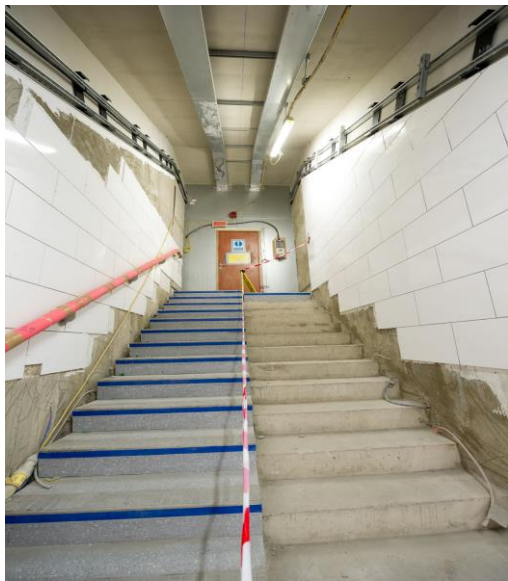
We are presently disconnecting the spiles (horizontal piles) that were installed from within the presently unused Post Office underground line, often referred to as the ‘Mail Rail’ that runs below Oxford Street. The spiles provided ground support during construction of the Central line passenger tunnel. Now that they are no longer needed the connections to the Mail Rail tunnels will be cut. This process will continue into early November.

Two sets of excavations are being dug between the existing Central line platform tunnels from the new passenger tunnel that runs parallel above them. The spaces being excavated will eventually house a new staircase and a lift. During 2015, once the excavation is complete, sections of the curved walls will be removed from the platform tunnels and replaced with flat sections to create enough space between the tunnels for the staircase to be cast in concrete.

New station areas

In the ticket hall the fit out continues, with multiple activities taking place to ensure everything is ready to bring the space into use in January 2015. The acoustic ceiling baffles have been installed along with lighting units and CCTV cameras. The gate line has been installed and is being tested, enabling the final areas of stone flooring to be finished. Protective coverings are being removed to allow for the floor to be cleaned.

In the back of house areas, which will not be used by the public, the snagging processes (identification of minor issues for correction) are well underway. Ceiling tiles are being placed in many of the areas, this a key interface between our ceiling contractor and our mechanical and electrical contractor, requiring good co-ordination.



In the Northern line lower concourse, the glass cladding is complete in the main concourse, and being finalised in the cross-passages. The walls are being tiled in the passageways and staircases and all that remains to be installed are the ceilings, handrails and remaining stair treads. A key works item that is still to be carried out is the completion of the entry points onto the platforms. These areas can be seen within the crossovers on the platforms and look like sections of blue painted wall with simple doors set into them; this is not their final finish.

Mechanical and Electrical (M&E) works

M&E works are advancing towards key milestone dates with most areas moving into final completion and onto the commissioning phase. In the new Communications Equipment Room (CER) and Station Operations Room (SOR) cabling is complete and power is now on allowing testing and commissioning to get underway. On 27 October we handed over the Station Management Systems to the operational station staff to undertake some initial familiarisation and training.

There are a number of cameras, speakers and public help points still to connect throughout November in order to open the station. As much of the lighting as possible is being live tested and the fire alarm system commissioning is progressing well with a number of detection loops and heads in place. The Northern line and Central line platforms have had their Low Voltage Electrical supply changed over to run on the new station supply. With the major changeovers completed we will be continuing with the remaining circuits up to the end of November to ensure we are able to fully isolate the existing ticket hall in January. This allows phase two of the project to begin on time.

Escalators

Northern line escalators (7, 8 and 9)

These new escalators have had their temporary power supply replaced by permanent power supply and, from the beginning of November they will undergo testing and commissioning. The escalators have continued to have the final panels added requiring close planning and communication amongst the team.

South Plaza escalators (10 & 11) and Oxford Street Entrance escalators (12, 13 and 14)

All of these escalators are now running on a permanent power supply. Following a period of quality checking, full testing and commissioning will commence.

Improvements to Tottenham Court Road Station

The Tottenham Court Road Station Upgrade project is one of the major schemes in London Underground's £2bn Station Capacity Programme, expanding and modernising some of the Tube network's busiest interchanges to relieve congestion, provide step-free access, and help London work better. Other projects are on site at Bond Street and Victoria, and work is scheduled to start at Bank in 2016.

**To keep up with the Tube improvement plan and how it might affect you, please visit tfl.gov.uk
If you have any queries or need to report a problem, please contact our 24 hour Helpdesk on
0345 602 3813 or helpdesk@crossrail.co.uk**