

Tottenham Court Road station upgrade PROJECT UPDATE – AUGUST 2013

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 August 2013

Deliveries / removals	Site wide, including special loads and deliveries for fit-out phase
Tunnelling and Shafts works	Site wide surface support equipment and underground works
Steel fixing and waterproofing	Site wide, mainly underground
Removal of excavated material	Tunnels, Goslett Yard, Decline
Surveying and monitoring	Site wide
Concreting operations	Site wide
Removal of large equipment	Site wide



Tunnelling

The majority of the tunnelling work has been completed, with only minor areas of excavation still continuing. This mainly consists of work being carried out by hand.

Northern line



Northern line escape tunnel

Within the Northern line escalator box the final concrete pours for the floor have taken place and the structure is ready to be handed over to the fit-out team.

In August, one of the first activities undertaken by the fit-out team will be the installation of a complex 'birdcage' scaffold with a materials trackway to take workers and materials down to the various levels of working platform on the 40m decline. Rendering, stainless steel cladding and electrical containment and lighting all need to be installed and completed by the end of the year to allow the installation of the three new escalators.

The casting of the upper sidewalls of the lower concourse tunnel is well under way with four of the ten required pours now complete. The connection to the escalator box has also been finished. This includes a waterproof movement joint that will allow the lower concourse tunnel and the escalator box to move independently without compromising either structure.

The crosspassages continue to have their ceilings and floors poured. While each requires fractionally different processes, all will be completed in the next few weeks. By the end of August the crosspassages will meet staircases, the construction for which will require special self-compacting concrete that does not need vibrating to remove the air.

Central line

All secondary lining works in the Central line have now been completed, with all recent visitors commenting on the exceptional high level of finish and workmanship of the finished product.

The strengthening works to the existing Central line platforms are continuing with about 95% now complete.

If you venture down to the far end of the Central line platforms you may well hear some unusual noise. This is us digging out from the top half of a new set of stairs, using techniques and tools similar to those used when the station was first built over 100 years ago.



Central line passenger tunnel and overbridge

Goslett Yard Box and Escalator Decline

This part of the new station will link the new London Underground Ticket Hall with the new Crossrail platforms.

In the Goslett Yard Box excavation of level -5 is coming to an end. What will follow is the installation of 860 tonnes of reinforcement steel, ahead of concrete pours.

Steel fixing is complete for the first Goslett Yard Escalator Decline roof slab, which will be poured shortly. Lower down, buttress pours are continuing, and the permanent props are being installed allowing the temporary ones to be removed.



Goslett Yard Decline with temporary props

New Ticket Hall and Oxford Street Entrance

Fit-out works within the Ticket Hall structure are now moving forward at a good pace with the blockwork construction of the new Station Operations Room, ancillary rooms and stairs.

The mechanical and electrical (M&E) team has started high level containment works within the Ticket Hall that will eventually form the basis of all the electrical and communications cable routes.

With the huge influx of workers and materials required for the M&E installation alone a large area of the ticket hall floor space is currently being utilised for storage.

Oxford Street Entrance canopy



In the Ticket Hall basement, blockwork rooms are being formed, followed by first coat render and finishing plaster. Some partially completed rooms are being painted to allow the installation of fittings that would make access for painting difficult later.

Screeders have also moved into the basement area where floors are being shot-blasted to allow cement screed installation ready for the final floor finishes to be laid.

Falconberg Shaft and Basement

The architectural fit-out team have been working on the Falconberg Court Building ground floor and basement transformer rooms to get them prepared for handover to UK Power Networks during August. The deadline date requires that all external walls will be finished along with the final roof coverings, new internal floor surface and decorations, with all doors installed.



Ticket Hall cladding samples

The blockwork contractor is also nearing completion of their works within this section of the project having now turned the large open concrete spaces into smaller rooms and corridors. This has enabled follow on activities to get under way, with plastering and flooring contractors commencing their 'wet trades'. This is providing access for the M&E team who are currently undertaking cable containment and ductwork installations.

In the hoarding along Falconberg Mews, access points are being created to allow the delivery of equipment that will be installed within the newly formed basement rooms.

In the office, the team are finalising the detailing of the various "front-of-house" finishes for the new station. The drawings for the glass cladding and acoustic ceiling are nearing the point when panels and supports can be manufactured and ready for installation. The south plaza escalators are currently being manufactured ready for delivery in September.

In the operational station, the team continue to work every night removing old finishes, such as tiles, and installing electrical containment equipment. In August we will start laying the new Northern line platform flooring and tiling the walls.

Excavation works and removal of spoil from site

Working hours for the removal of excavated material will remain unchanged: Monday to Friday 08.00 to 20.00 and Saturday 08.00 to 18.00. Please note that excavated material from the Goslett Yard Decline and the tunnelling works will continue to be removed on a 24/7 basis, although not continuously.

Concreting works, steel fixing and waterproofing

We have permission from Westminster and Camden Councils to carry out overnight concrete pouring operations outside core hours on Monday to Friday, 18:00 to 08:00 (the following day). However, where possible we will try to complete these pours before midnight.

We still require 24/7 shifts for steel fixing in readiness for the concrete. Steel fixing and waterproofing may therefore extend into weekends and night shifts at times. However, these are limited to manual handling activities using pliers and similar hand tools, which will not generate noise.

Removal of large equipment from site

Removal of two large CPI mortar silos will take place in September. A road closure is not required for the removal, with all dismantling to be carried out within the site boundary. However, as the silos will be large loads, the Metropolitan Police control the vehicle movements, which will most likely be during the early morning.

Ongoing off-loading arrangements for fit-out phase

To support the fit-out works, we take delivery of materials through the station entrance on Oxford Street (Exit 1) overnight, when it is closed to the public. To facilitate this, we cordon off a small section of pavement outside our offices at 19-23 Oxford Street between 23:00 and 05:00 hours, Sunday to Thursday. Materials are off-loaded from small vans. Pedestrians are still able to walk along the pavement and traffic marshals are present at all times to control the deliveries and pedestrian flow.

To keep up with the Tube upgrade 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