

King's Cross St. Pancras Underground station development



Transforming your journey

Six Month Look-Ahead

May 2005 - October 2005

Construction has now been underway on the redevelopment of King's Cross St. Pancras Underground station for almost four years. The works are being undertaken in two Phases. Phase One includes the construction of a new Western Ticket Hall (WTH) located in front of St. Pancras station and the expansion of the current Tube Ticket Hall (TTH). Phase Two involves the construction of a new Northern Ticket Hall (NTH) located to the west of King's Cross mainline station. Phase One is currently forecast for completion September 2006. Phase Two works were put on hold subject to a Ministerial review for 12 months and earlier this year were given the go-ahead as part of a joint funding exercise with Network Rail's proposed new concourse. Please find a brief overview of programmed activities over the next six months as forecast by the Project Team. All dates will be based on current progress and therefore are provisional. Please note that the timescales shown will reflect May 2005 until October 2005. Some ongoing works will extend beyond the limits of this period. Whilst every effort has been made to inform you of all programmed works over the next six months, from time to time it may be necessary to undertake tasks at short notice which are not covered in the information overleaf. In such cases and where possible, information will be communicated separately about these works and their anticipated impacts.

Tube Ticket Hall

Overview

The Tube ticket hall will effectively be doubled in size by enlarging the outer ring passageway. A new public subway under Euston Road will allow the existing passageway to be included within the ticketing boundary, bringing the Metropolitan and Circle line (MCL) and deep level tube ticketing areas together, allowing seamless travel between all Underground lines. The current Tube ticket hall handles in excess of 50,000 passengers a day and needs to remain open throughout the construction period. In order to facilitate this, a series of separate hoarding arrangements (known as 'interim stations' – see further detail below) are being utilised throughout the construction period. As a result of this system, the station is able to remain open during hours of normal operation.

Key areas of work

Temporary Ticket Office

In order to allow the construction of early phases of the Tube ticket hall, and keep the station operational, it was necessary to move the Underground ticket office to a temporary location at ground level. (This took place in October 2003 and will remain in place until the end of 2005).

Northern 'Hotel' Stairs

A northern stair route to the Tube ticket hall was opened on 11 September 2004 to coincide with the start of the Thameslink construction works. This set of stairs is often referred to as the 'Hotel' stairs as they are adjacent to the Great Northern Hotel. These new, wider 'Hotel' stairs assist in servicing the increased passenger flows as a result of the Thameslink works and maintain the safe operation of the station. The Hotel stairs will remain in place and continue to handle the increased passenger volumes effectively. A new link passage connects the hotel stairs into the Tube ticket hall. In order to construct this link passageway, it was necessary to modify the crown of the Fleet Sewer which runs beneath. These stairs will be in place for the foreseeable future.

Euston Road Pedestrian Subway

The pedestrian underpass under Euston Road leading to the MCL platforms, known in part as the 'Khyber Pass' due to the number of customers passing through in peak periods, will eventually be part of a ticket only area of the station. It has therefore been necessary to construct a new subway in order to enable members of the public to gain access to the Tube ticket hall from the southern side of the Euston Road.

Construction of the new subway was completed and opened to the public on 20 August 2004. Western access to the Euston Road Pedestrian Subway is via the new staircase adjacent to Barclays Bank, whilst eastern access is through a mirror image of the western access by Crestfield Street (opposite McDonalds). Construction began on the eastern entrance to the subway in November 2004 and opened to the public 30 April 2005.

Closure of Crestfield Street

As mentioned in the paragraph above, the closure of Crestfield Street was required to complete works for eastern access at the south end of Euston Road Pedestrian Subway (in front of McDonalds). The works on this entrance were completed end April and Crestfield Street will be reopened to traffic beginning May 2005.

Main Staircase

The main staircase concrete construction works are now complete. The fabrication of the stair steelwork took place off-site and the completed stair steel fabrication was installed on site in November 2004. The canopy was installed in February 2005. The stairs will come into service with the opening of the Tube ticket hall.

Interim Station Arrangements

A series of interim stations are being undertaken in the Tube ticket hall to enable construction works to continue without closure of the Tube ticket hall. Each 'interim station' consists of a safely hoarded area of the Tube ticket hall which has to be quickly repositioned to meet changing construction requirements. In each of these interim station worksites, we are replacing the temporary concrete flooring with Terazzo.

New Features

As work progresses within the Tube ticket hall, you are able to catch a glimpse of some of the new features in their final positions. Examples of this are the ticket office windows (with their glazed frontage) and the station operations room windows, which are both now visible as you enter the ring passage when entering the Tube ticket hall.

New Gateline

Since early January 2005, we have been undertaking work to install a new, straightened gateline in the Tube ticket hall. Once the full gateline is in use, we will have 18 gates and two manual gates, compared with 15 gates and one manual gate in the old layout. While the new terrazzo floor is being laid, only part of the gateline is in use at any one time.

Euston Road Pedestrian Crossing

As a result of eastern access works into the south end of the Euston Road Pedestrian Subway, and in order to maintain safe pedestrian crossing in the King's Cross area, a crossing is currently in place to the west of the Euston Road/Pancras Road junction outside of the Western ticket hall. This will remain in place for the foreseeable future.

Mechanical & Electrical (M&E)

Tube ticket hall 'back of house' M&E fitting out is making steady progress. HVAC (heating, ventilation and air-conditioning), ducting, cabling and plastering works are in progress and in general the M&E fit-out is now over 70% complete. Power on, from the Western ticket hall equipment room (see also Western ticket hall M&E update) took place December 2004. This means that power will be available for the early testing of station systems and equipment.

Memorial plaque

In remembrance of the King's Cross Fire in 1987, a stone memorial plaque was erected in an area of the old Euston Road pedestrian underpass. As stated in the overview above, this area will become part of a ticket only route. It has therefore become necessary to remove the plaque, and store for a period, so that it can be relocated to a public area of the station. Until its final reinstatement back in the Underground station, the Plaque is being safely stored with the London Transport Museum at Acton Town. The name of Mr Alexander Williamson Fallon, previously identified as unnamed victim, has now been inscribed on the Plaque.

In addition, a much smaller bronze Plaque which was installed in the Tube ticket hall area near the Victoria line exit has been moved to ensure it was not damaged whilst works are being undertaken in the Tube ticket hall. The gateline attendant's box now sits in front of the area where this small plaque was located. It is being kept safely with the station operations team and will be reinstated along with the main Plaque once the works in the station are complete.

Above Ground Vent

The above ground vent, which is nearing completion, will be the most visible structure of the Underground redevelopment works. When finished, it will provide ventilation to the deep level tubes as well as providing deep level access for the emergency services. You can currently see this structure from street level just south of the Great Northern Hotel. Structural works are complete, and we are currently completing surface finishes. A vivid blue render has been applied to achieve an architectural effect by reflecting light off the structure through the stainless steel louvres that will be installed in the near future.

Lift Access

Works for lift access from street level to ticket hall level continue. You are able to see one of these lift shaft structures through the observation panel in the hoardings near the location of the main entrance staircase construction and that part of the site just to the south of the temporary ticket office. Installation works are now complete.

Western Ticket Hall

Overview

The Western ticket hall is a three-storey structure located mainly under the forecourt of St. Pancras station and in part over London Underground's Metropolitan and Circle line (MCL) tunnels. The upper level (gallery level) will provide street level access to the main Euston Road and Pancras Road with links to the CTRL/Eurostar. The lower level will provide access to the Metropolitan and Circle line platforms and also to the Tube ticket hall via a link passageway, under Pancras Road. Completed works will include full MIP (mobility impaired person) access to the Metropolitan and Circle line platforms. Civil works are now complete. Construction work is progressing well with the Architectural, M&E (mechanical & electrical) fitting-out stage within all levels of the Western ticket hall.

Key areas of work

Façade/Heritage Brick Work

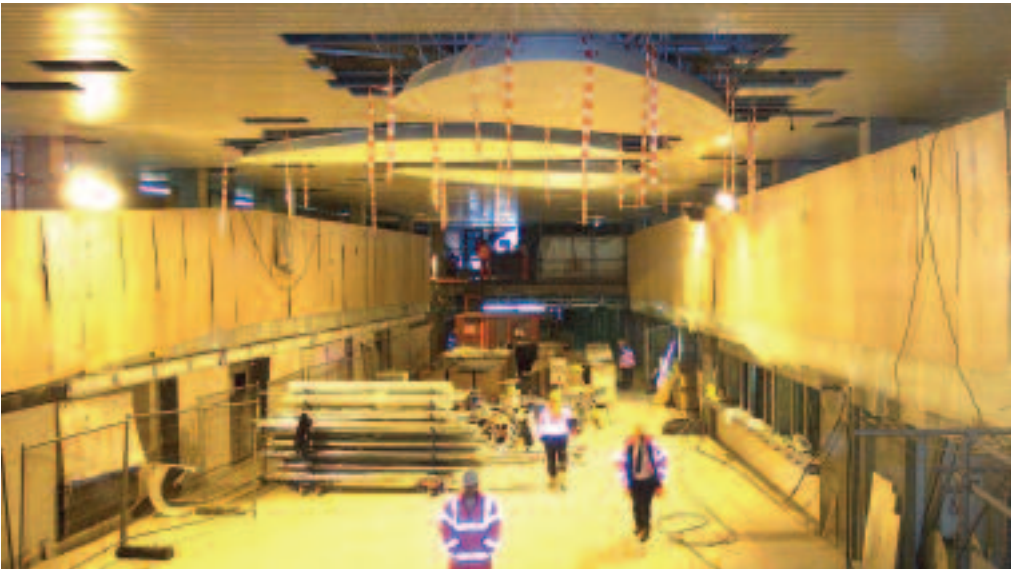
St. Pancras Chambers is a Grade I listed building and a high specification brick was sourced in agreement with English Heritage. Reconstruction works are nearing completion on both the Euston Road and Pancras Road frontage, together with internal walls. Cleaning of the Euston Road façade wall is ongoing, and you will be able to see in part the new look of the washed brick as you pass through the walkway on Euston Road in front of the Chambers. Some refurbishment works are required to return the façade wall to its original condition.

Mechanical & Electrical (M&E)

Western ticket hall M&E fit-out is now 75% complete. HVAC (heating, ventilation and air-conditioning), ducting, cabling installation works, plastering, wall and floor finishes remain in progress. Lift installation started in October 2004 and two lifts have now successfully been installed – one from street level to ticket hall level, and one from ticket hall level to platform level. 'Power on' within the equipment room took place on the 8 December 2004. This means that power is now available for testing and commissioning of the new station systems.

Ceilings

Work on the ceiling within the new ticket hall commenced November 2004, and is now nearing completion. You can see in the photograph below that there are shell-like structures fitted into the ceiling panels. This is an architectural feature and architects have artistically integrated features of the new build, whilst maintaining loyalty to the existing heritage structures, throughout the Western ticket hall.



Metropolitan and Circle line Access (MCLA) Refurbishment Works

MCLA fit out works are in progress and includes a new gateline. Surveys and setting out on east/westbound platform for refurbishment works will be starting soon.

Western Ticket Hall Link Passageway

The Western Ticket Hall Link Passage (WTHLP) runs under Pancras Road, close to the junction of Euston Road. Once open to the public, it will serve as a direct link between the Western ticket hall and the Tube ticket hall. Construction on this passage is now complete and architectural and M&E (mechanical & electrical) fitting out is now taking place, including ceiling, wall and floor finishes.

Euston Road Site, Pathway and Traffic Management Changes

The area of the Euston Road directly south of the Western ticket hall is now utilised as a service area for the construction of the Western ticket hall. This site incorporates a pedestrian pathway and two traffic lanes in either direction – westbound and eastbound. The final traffic management change to implement this layout was completed 10 September 2004. This arrangement will stay in place for approximately 12 months.

Pancras Road Utility Diversion Works

In order to construct the Western ticket hall link passageway, major diversions were carried out to gas, water, electrical and telephone services. These utility diversions have required detailed co-ordination between the various utility companies and work was completed just prior to Christmas 2004.



Pedestrian
Route to
St Pancras

Great
Northern
Hotel

Above
Ground
Vent

Pancras
Road

Tube
Ticket Hall
site

King's Cross
Mainline
Station

Lift
Access

Location of Main
Entrance
Staircase

Pedestrian
Route to
Temporary
LUL
Ticket Office



Northern Ticket Hall

Overview

Phase Two of the works includes the construction of a new Northern ticket hall which is designed to provide additional capacity once the CTRL domestic services are operating from St. Pancras station. Following a decision by the Secretary of State in January 2004, all future Northern ticket hall works (the ongoing tunnelling and Northern ticket hall civil and fitting-out works) were put on hold. A review followed and a decision to go ahead with the Northern ticket hall was announced in February 2005, as part of a joint funding effort with Network Rail's proposed new Western Concourse directly above the Pancras Road facing side of King's Cross mainline station.

Key areas of work

Storage

Until works start on site, in order to make use of the Northern ticket hall surface area it has been agreed to use the site as a storage area for Tube ticket hall and Western ticket hall fit-out materials.

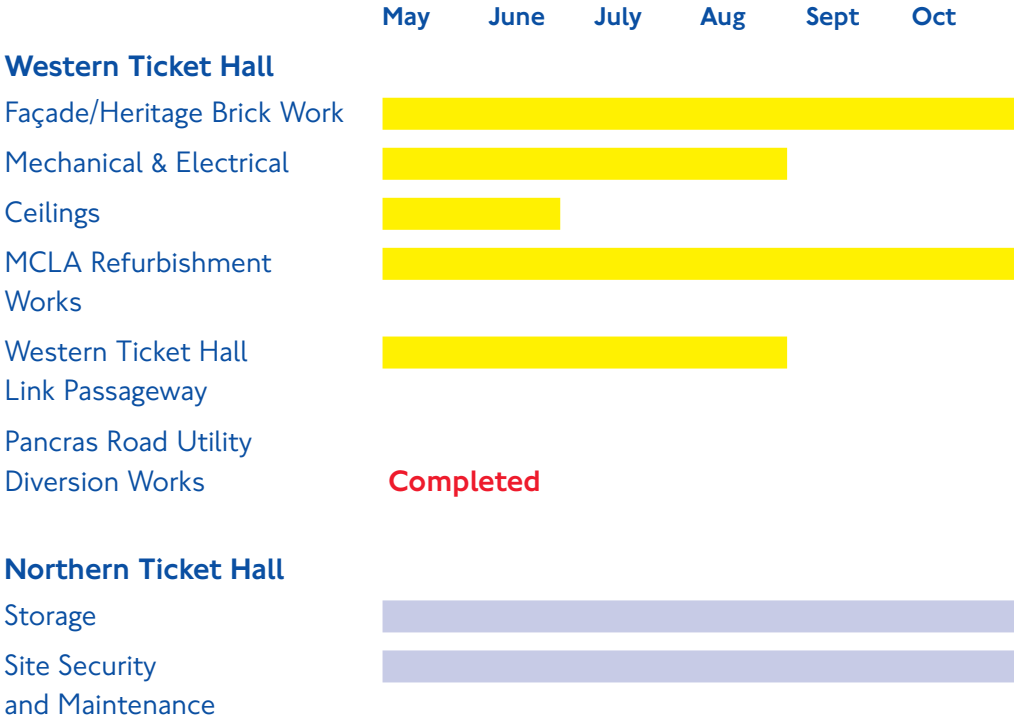
Site Security and Maintenance

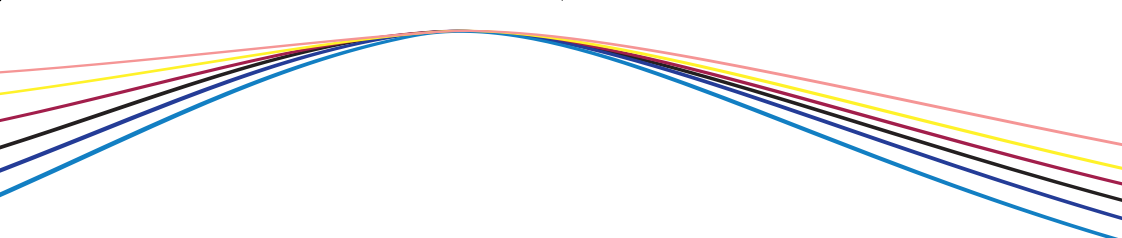
Site security and maintenance remains ongoing of completed piling and hub shaft works. This will remain ongoing until Phase Two works are resumed on site.

Thameslink Construction Works

The Thameslink construction works began on 11 September 2004 and are on target to be completed by the 16 May 2005. These works allow for initial construction of the concrete enclosure that will eventually house the new Thameslink Station at St. Pancras. For further information call the Thameslink Customer Services team on 0845 330 3661.

In summary – continued





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