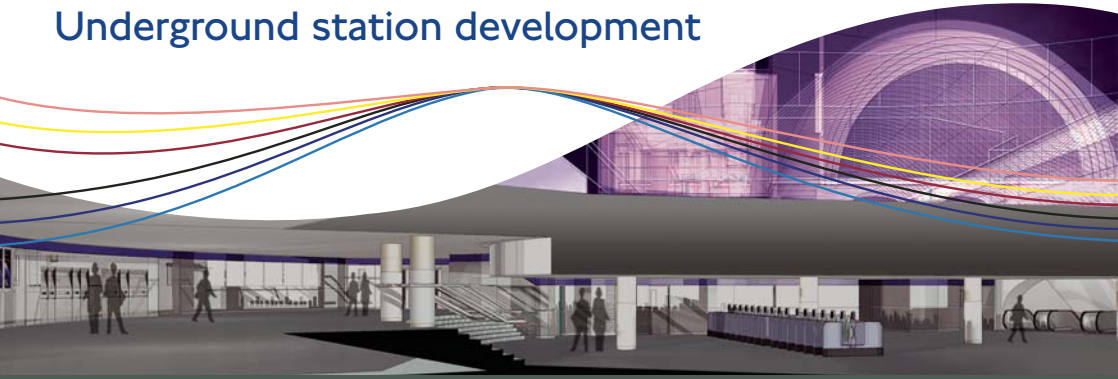


King's Cross St. Pancras Underground station development



Transforming your journey

Six Month Look-Ahead November 2005 – April 2006

Construction has now been underway on the redevelopment of King's Cross St. Pancras Underground station for over four and a half 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 as well as deep level tunnel access to the Northern, Piccadilly and Victoria lines.

Phase One is currently forecast for completion in September 2006. Phase Two works were put on hold subject to a Ministerial review for 12 months and the first construction activity is scheduled to begin at the end of 2005.

This leaflet gives 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. The timescales shown will reflect November 2005 until April 2006. 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 approximately 60,000 passengers in the morning peak (7-10am) 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. This is quite an achievement if you consider the numbers going through during the morning peak is equivalent to two London Marathons with no obvious finish line.

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 early 2006. Once the new ticketing facilities are open at the back of the ring passage adjacent to the current Tube ticket hall, the temporary ticket office will be removed. You can see the windows of this new ticket office in place as you enter the Tube ticket hall.



Northern 'Hotel' stairs

The northern stair route to the Tube ticket hall (often referred to as the 'Hotel' stairs as they are adjacent to the Great Northern Hotel) will be maintained in their present form until Phase 2 works require the passageway to be extended into the Northern ticket hall.

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 in Summer 2004. Western access to the Euston Road pedestrian subway is via the new staircase adjacent to Barclays Bank, whilst eastern access is through an identical staircase by Crestfield Street, adjacent to McDonalds. In order to complete lighting works to the ceiling of this subway, occasionally these entrances have to be closed after 2100, although alternative access to the station remains available.

Final work to this subway should be complete by December 2005.

Main staircase

The main staircase concrete construction steelwork and canopy are complete and some minor mechanical and electrical works remain in progress. The stairs will come into service with the opening of the Tube ticket hall.



Lift access

Works to construct a new lift adjacent to the main staircase, to provide access from ground level to ticket hall level, are nearing completion. You are able to see this lift structure through the observation panel in the hoardings near the location of the main entrance staircase construction.

Interim station arrangements

The series of interim stations, which are being undertaken in the Tube ticket hall to enable construction works to continue without closure of the Tube ticket hall, remain in progress. 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. The work which takes place in each of these interim station worksites includes flooring, ceiling and gateline works which are now almost complete.

The final interim station arrangement will be in the area of the original subway (leading off the MCL ticket hall) and will take place in early 2006.

In addition, areas of the Tube ticket hall will be temporarily closed over weekends to carry out works to the floor. Approved by operations and safety, these partial closures will continue in the LUL station concourse every weekend until Christmas 2005 to carry out these floor works.

Ceiling finishes

The ceiling finishing works in the Tube ticket hall will be progressing over the next few months and will include a curved panel installation just above the stairs leading from the ring passage to the ticket gates (leading to the deep level Tubes). This work is currently in progress and you can see part of this panel which has been installed. The rest of the ceiling works will be completed once the systems testing mentioned opposite is complete.

New gateline

Since early January 2005, we have been undertaking work to install a new, straightened gateline in the Tube ticket hall. The full gateline is in now use. There are 18 ticket operated gates and two manual gates, compared with 15 ticket operated gates and one manual gate in the old layout.

Mechanical & Electrical (M&E)

Tube ticket hall final mechanical and electrical works within what will be the staff areas is nearing completion. This work is taking place on site behind the ring passage in areas not available and not visible to the Public. Testing of station systems and equipment in preparation for the station opening is now in progress.



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 Euston Road pedestrian subway section on page 3, this area will become part of a ticket only route. It was therefore necessary to remove the plaque for reinstatement to a public area of the station. The area selected is in the new link passageway between the Tube ticket hall and Western ticket hall. This area will be accessible by the Public once the station is opened. The Memorial Plaque has now been moved from its temporary location in London's Transport Museum Depot at Acton Town and is currently being installed in its final location in the link passageway.

Above ground vent

The large silver structure in the worksite area south of the Great Northern Hotel is the above ground vent. The structure is nearing completion and will be the most visible feature of the Underground redevelopment works. When completed, it will provide ventilation to the deep level Tubes as well as providing deep level access for the emergency services. The cladding on this structure seeks to unify the elements within it behind a simple and functional façade. Blue lighting will enhance this cladding at night time and will be visible in the near future.

Deep line platform works

As part of the Tube ticket hall redevelopment an upgrade to the Piccadilly, Victoria and Northern line communications systems is required. These works are nearing completion, and currently new Help points have been installed and are visible on these platforms.

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 Channel Tunnel Rail Link (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. The mechanical & electrical works of this ticket hall are now in their final stages with system testing now in progress.



Source of natural light

Key areas of work

Façade/Heritage brickwork

St. Pancras Chambers is a Grade I listed building and a matching high quality brick was used in agreement with English Heritage to undertake the refurbishment works. The Euston Road and Pancras Road façade, together with internal walls are being reconstructed and are almost complete. Cleaning of the external façade wall is complete and the new look of the washed brick is now clearly visible. In addition, you can also see the beginnings of what will be the frontage of retail units following the refurbishment of the original 6 arches, which meet English Heritage standards. These works will be going through to early 2006.

Mechanical & Electrical (M&E)

Western ticket hall M&E works including heating, ventilation and air-conditioning, ducting, cabling installation works, plastering, wall and floor finishes are all now virtually complete and system testing is in progress. Part of this work involves the installation of a new ticket office in the basement area of the ticket hall.

Ceiling works

Work on the ceiling within the new ticket hall is almost complete. The photograph on the previous page shows the effective use of illuminations and natural light – a key feature of the Western ticket hall.

Lift access

There are two mobility impaired lifts being provided as part of the Western ticket hall works. One from street level to ticket hall level, and one from ticket hall level to platform level. Both of these lifts have been tested and are operational (not currently in public use). Final cleaning is in progress in some areas in preparation for final opening.

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. Mechanical & electrical works, including ceiling, wall and floor finishes, are nearing completion and final testing is again in progress.

Metropolitan and Circle line Access (MCLA) and refurbishment works

The MCLA access passageway mechanical and electrical works (walls, floors and ceilings) are almost complete. Part of these works include a new gateline, which is in the final stages of installation. Refurbishment of the east/westbound platforms and concourse areas has commenced. Works are being carried out at night during engineering hours, and will be continuing through to 2006.

Euston Road site, pathway and traffic management changes

The area of the Euston Road directly south of the Western ticket hall continues to be used 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 area will remain in place until the end of 2005, after which the Euston Road and adjacent pavements will be fully reinstated to their original width.

Utility diversion works

Additional utility works are now in progress. The gas main in Pancras Road has been diverted and the Thames water pipe has been installed and awaits testing. Work on the installation of pipe work for the Thames water pipe is in progress adjacent to the Western ticket hall.

Overview of Tube Ticket Hall site



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

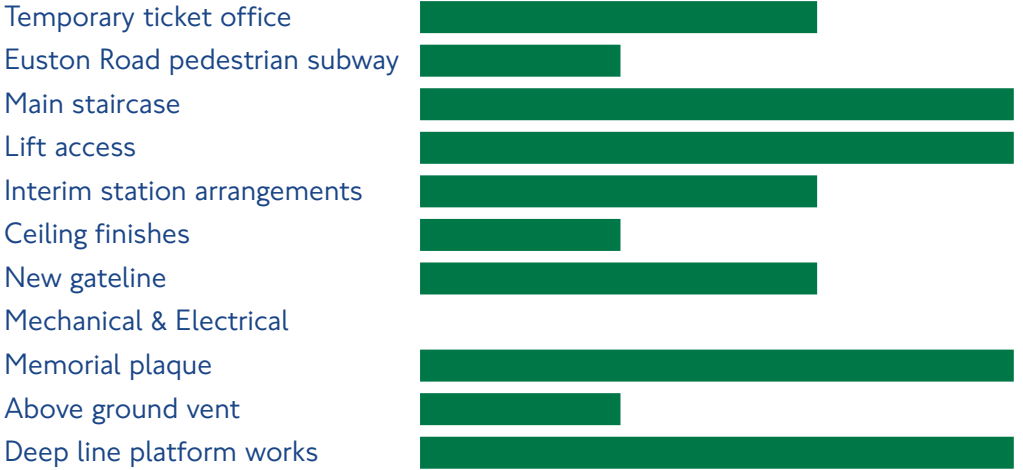
Phase Two of the works includes the construction of a new Northern ticket hall which is designed to provide additional capacity once the CTRL domestic services are operating from St. Pancras station. Piling works and some initial tunnelling works have been completed on this phase of the project. The main civil works and tunnelling works are about to recommence and will continue for the foreseeable future.

The area to the north of the Great Northern Hotel is the area of the new Northern ticket hall. When the civil contractor starts work in 2006, this whole area will be excavated as part of the early works of constructing the shell of the new ticket hall. In parallel with this, tunnelling works will be in progress to provide access to the current deep level Tube platforms.

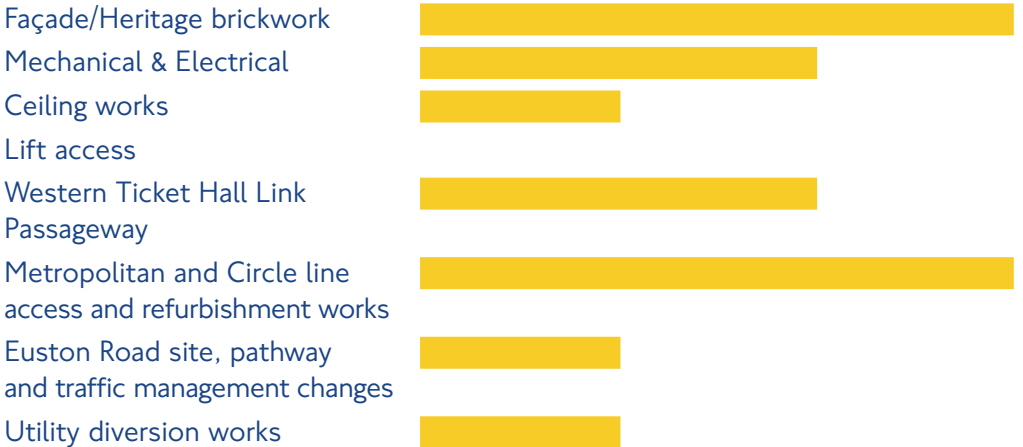
In summary

Nov Dec Jan Feb Mar Apr

Tube ticket hall

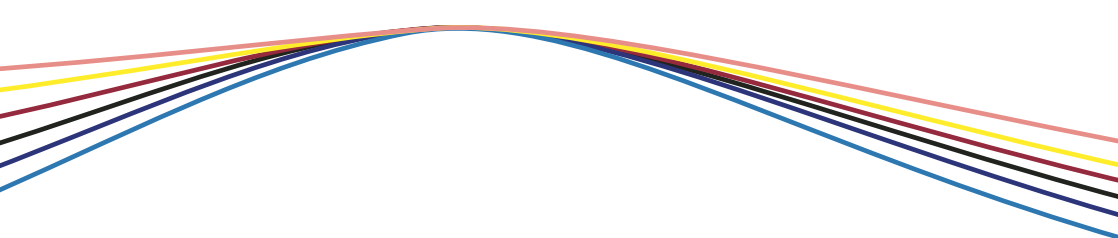


Western ticket hall



Northern ticket hall





 75% recycled, 25% sustainable source

 24 hour public helpline
0800 169 5416

 Website
www.tfl.gov.uk

 Email
kingscross@cjassociates.co.uk