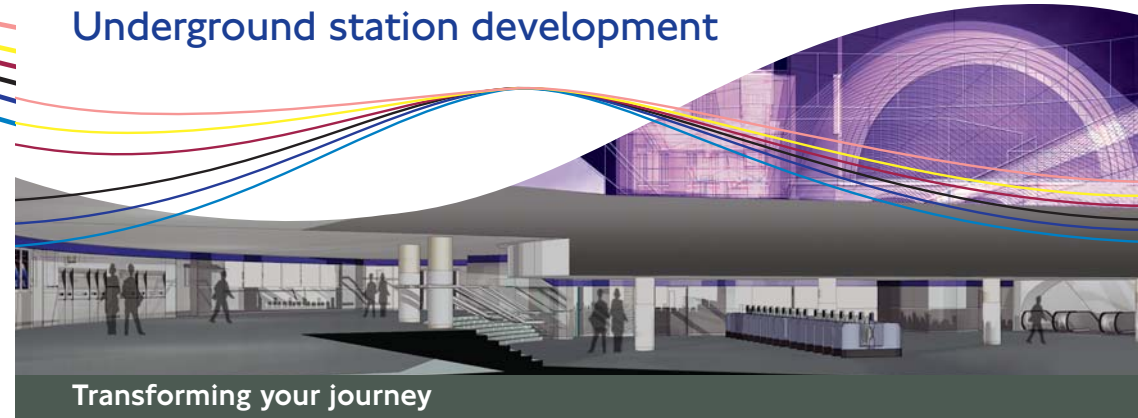


King's Cross St. Pancras Underground station development



The Northern ticket hall will provide links to all three deep level tube lines at King's Cross St. Pancras

Piccadilly line access – The next six months will involve work to excavate and construct the escalator barrel and lift shaft to the existing concourse between the Piccadilly line platforms. This has seen the recent closure of sections of this concourse, and the opening of a new temporary passenger tunnel leading from the tunnel to King's Cross Thameslink to the end of the Piccadilly line.

Northern line access – Work is ongoing to install the heavy duty iron rings that line the inside of the excavated tunnel.

Victoria line access – Forthcoming works will see the excavation of the tunnel and the construction of heavy duty iron rings to line the inside of the excavated tunnel. This will involve deliveries to the York Curve tunnel (entrance on York Way).

Further line engineering work and platform closures:

Piccadilly line

Platform closures:

21-24 March 2008, 19-20 April 2008 and 26-27 April 2008 (to be confirmed)

Northern line

No service between Camden Town and Kennington on the Bank branch due to engineering work:

1-2 March 2008 and 5-6 April 2008

All information correct at time of going to print – November 2007

 24 hour public helpline
0800 169 5416

 Email
kingscross@cjassociates.co.uk

 Website
tfl.gov.uk/kings-cross

Six month look ahead – November 2007 until April 2008

Overview

The redevelopment of King's Cross St. Pancras Underground station has been ongoing since 2001 and is being undertaken in two phases.

Phase 1 – Involved the refurbishment of the existing Tube ticket hall and construction of a new Western ticket hall for the station. These were opened to the public in May 2006. At the same time, refurbishment of the Metropolitan, Circle and Hammersmith & City line platforms was carried out. Phase 1 has delivered additional capacity, better interchanges and accessibility improvements for passengers.

Phase 2 – The final phase of the redevelopment will be completed in 2010. This will deliver a new, third, ticket hall, new pedestrian tunnels to the Northern, Piccadilly and Victoria line platforms and a fully accessible station, with step-free access to all London Underground lines.



Northern ticket hall

Arup, Allies & Morrison © Realltime

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This leaflet gives a brief overview of programmed activities over the next six months, as forecast by the project team. All dates are based on current progress and are therefore provisional. The timescales shown reflect works from November 2007 to April 2008.

Some ongoing works will extend beyond 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.

Work on the new Northern ticket hall has now been underway since May 2006 (although initial piling/enabling works took place in 2002/03). The five-storey sub-surface structure will sit between the Great Northern Hotel and King's Cross mainline station. It will give passengers direct access to the deep level tubes (Northern, Piccadilly and Victoria line platforms) as well as the additional capacity needed for passengers interchanging between national and international services at King's Cross and St. Pancras International rail stations.

Northern ticket hall

Ticket hall construction

Over the next six months, the construction of the new Northern ticket hall will involve excavation of the ticket hall down to the -4 level. This will involve pouring concrete to construct the floors and walls at the higher levels (particularly -1 and -2 levels). This will involve vehicles removing excavated material from site, and deliveries for ongoing concrete pours. April 2008 will also see deliveries on site as material and transformers are delivered as part of the fit-out of the ticket hall.



Northern ticket hall site at night © Mike Ashton, Balfour Beatty Civil Engineering Ltd

Vent structure

The relocation of existing plant room equipment such as communications cabling, a boiler room and gas utility supplies in the west side of King's Cross mainline station are close to completion. Piling and foundation works are to be undertaken over the coming months, and will be followed by the construction of the new vent shaft for the Northern ticket hall.

South East stairs

Construction of a staircase leading from King's Cross mainline station to the new Northern ticket hall is underway, and hoardings are in place towards the southern end of the construction site (between the front of King's Cross mainline station and Pancras Road). This hoarding arrangement will change slightly to accommodate these works, and will provide a new walkway into King's Cross mainline station.

Underground passenger tunnels

Work continues on the excavation and construction of passenger tunnels linking the existing tube platforms to the new Northern ticket hall. These tunnels will provide new entrances at different points in the platforms. This will spread the dispersion of passengers entering and exiting platforms, and is a key measure in helping to reduce congestion at King's Cross St. Pancras.



Piccadilly line tunnelling