

## Extending lifts 3 & 4 at Thameslink Farringdon station to the Elizabeth line platforms

### Executive Summary

- Lifts 3 and 4, which service southbound Thameslink platform 3 at Farringdon station, will be taken out of service between Saturday 9 September 2017 and Spring 2018 whilst works are carried out to extend the lifts down to the Elizabeth line platforms. There will be no step-free access from the southbound Thameslink platform to the ticket hall (and vice versa) during this time.
- The station remains open during the works. Step free access to and from London Underground platform 1 eastbound, platform 2 westbound and Thameslink platform 4 northbound would not be affected by these proposals. The majority of customers using the station will not be affected by the works.
- Step-free access is still available at Farringdon Station, the recommended alternative option is to stay on the Thameslink train to City Thameslink and return on a northbound train and use the lift from platform 4 up to the ticket hall and exit.
- Passengers who are capable of managing 3 to 8 steps (there are three flights of stairs – 3, 5 and 8 steps each) can cross from the Thameslink platform to the London underground platform (and vice versa) to use the lift up to the Farringdon London Underground ticket hall and exit. There are Help Points on all platforms within the station. Station staff will be on hand to assist and direct passengers to the flights of stairs and the lift located on London Underground platform 2.
- It is not possible to carry out the works sequentially and having one lift in operation as the lifts are located within the same shaft.
- Closure of both lifts for 32 weeks will minimise the duration of the works and allow the temporary lift pit to be removed and the lift car guides and ropes extended through the full length of the shaft down to the Elizabeth line platforms.
- Crossrail explored the feasibility of providing either temporary ramp access or platform lifts but were discounted primarily due to the physical constraints of the station as well as extent of the disruption that carrying out temporary installations would cause to the operational station in addition to the 32 week programme required to extend the lifts down to Elizabeth line platforms.
- Once completed, the extension works will in the medium to long-term bring huge benefits of step-free access to the Elizabeth Line to all passengers.

### Introduction

The Thameslink Farringdon ticket hall has been constructed to serve both the Network Rail Thameslink programme and the Elizabeth line. As the Thameslink integrated ticket hall and Crossrail delivery programmes were not aligned, the lift shaft was constructed and lifts commissioned to operate between the Integrated Ticket Hall level and platform 3 level. Below platform 3, the shaft extended a further approximately 25 metres for future commissioning to the Elizabeth line platforms. The integrated ticket hall opened in 2011, in time for the 2012 Olympics, the Elizabeth line station will open in December 2018.

The works programme to fully integrate the Elizabeth line and Thameslink elements of the station is well underway with stairs and escalator installation almost complete. The works to extend the lifts to the Elizabeth line platforms constitutes the final phase of the programme, necessitating taking lifts 3 and 4 out of service, effective 9 September 2017 until Spring 2018.

## Lifts 3 & 4 Extension - Scope of works

Lifts 3 and 4, which service southbound Thameslink platform three at Farringdon station, will be taken out of service in the window between September 2017 following the completion of lift works at Kings Cross (August) and before the introduction of the new Thameslink timetable change in May 2018 (increase to 20 trains per hour). This is to extend the lifts from the Ticket Hall level a further 19 metres down to the Elizabeth line platforms.

- This work differs from normal lift refurbishment works as it includes the removal of the temporary deck and the full replacement of the guide rails
- The option to sequentially close the lifts have been investigated, however, there are technical and safety constraints which would need to be remedied. This would involve taking the lifts out of service before any extension works took place which would increase the overall disruption to step-free services.
- Lifts 3 and 4 are contained within the same shaft, with a temporary deck installed at Thameslink platform level to allow the lifts to be used until such time as they could be extended down to the newly constructed Elizabeth line platforms.
- There are only division screens above Thameslink platform level and Crossrail will need to remove the temporary deck in order to extend the lifts down to the newly constructed Elizabeth line platforms.



### Alternative provision during the lift extension work

Crossrail explored the feasibility of providing either temporary ramp access or platform lifts but were discounted primarily due to the physical constraints of the station as well as extent of the disruption that carrying out temporary installations would cause to the operational station in addition to the 32 week programme required to extend the lifts down to Elizabeth line platforms.

Utilising existing step free provision at adjacent stations will allow Crossrail to complete the works make the Elizabeth line step free at Farringdon Station in a timely and efficient manner. The impact on the existing station is minimal compared to the other options considered. Other options would require significant civil engineering works that would result in closures of the railway whilst they are implemented.

Customers travelling south to Farringdon who require step-free access to exit:

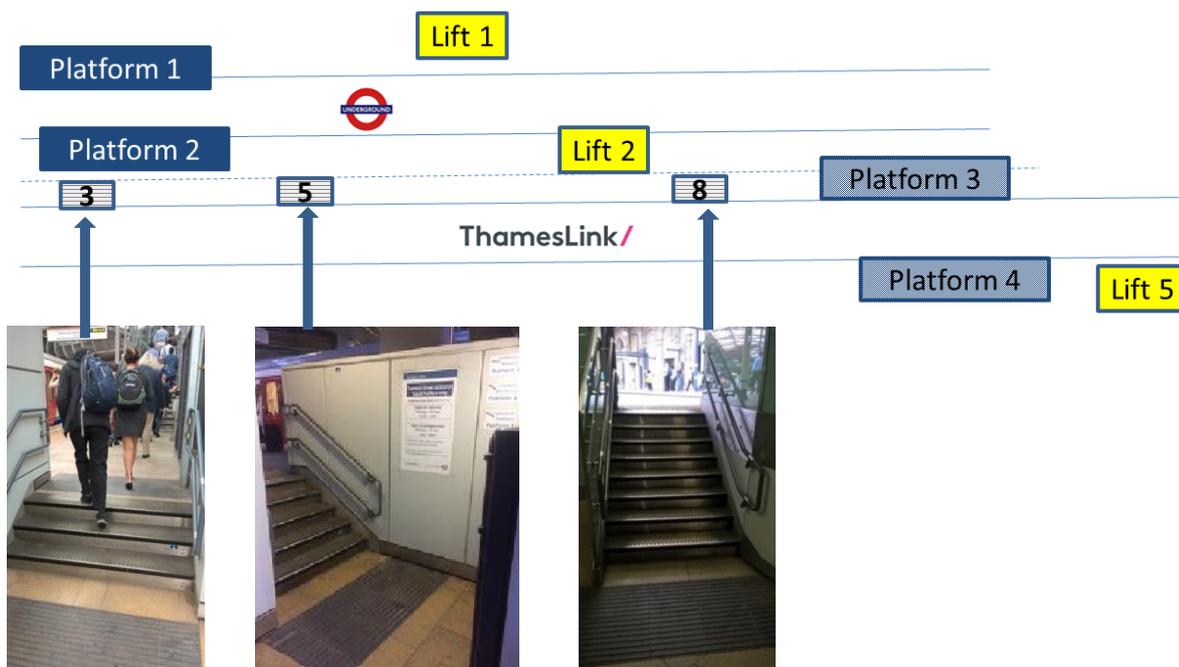
- City Thameslink station has lifts and is approx. 500m away
- Continue on southbound Thameslink trains to City Thameslink and return to Farringdon on a northbound train.
- Use the Circle, Hammersmith & City or Metropolitan lines from King's Cross St. Pancras station to Farringdon station.
- Use local bus route 63 from stop D on Euston Road outside St. Pancras station to Farringdon station.

Alternatively, customers who are able to use some stairs can use the lift via westbound Circle, Hammersmith & City or Metropolitan line platform 2 at Farringdon.

Customers requiring step-free access to board southbound trains at Farringdon:

- City Thameslink station has lifts and is approx. 500m away
- Use local bus route 63 from stop B outside Farringdon station to City Thameslink.
- Use lifts to northbound Thameslink services and change at St. Pancras for southbound Thameslink services.

Alternatively, customers who are capable of managing 3-8 steps (there are three flights of stairs – 3, 5 and 8 steps each) can cross from the Thameslink platform to the London Underground platform (and vice versa) to use the lift located on platform 2 (westbound Circle, Hammersmith & City or Metropolitan line).



**Farringdon Station has the following passenger services available to provide assistance:**

- Customer Help Points available on all platforms
- Ticket office staff provide assistance where possible
- Wheelchairs available
- Ramp for Train access

## **Appendix 1 – Q&A**

### **1/ Why are you taking both lifts out of service at the same time?**

Both lifts are contained in the same shaft, division screens between the lifts only runs between the Thameslink ticket hall and the false pit below the Thameslink platform level.

Because full height division screens are not provided, the 'Code of Practice for Safe Working on Lifts' recommends that adjacent lifts should also be taken out of service. This is to provide a safe system of work for the lift engineers.

Removal of the false pit below the Thameslink platform level breaks the fire separation between Thameslink and Crossrail. The false pit cannot be removed in two parts as it has to be removed from the lift shaft under lifts 3 and 4. Consultation has been held with the London Fire Brigade (24 March 17) who reiterated the need to follow the code of practice in order to provide a safe system of work.

### **2/ Why don't you have full height division screens?**

The lifts were constructed in 2011 as part of the Thameslink programme and before the construction of the Crossrail station. It was always intended that Crossrail would complete the works to extend the lifts down to the Elizabeth line platforms.

A temporary deck was installed at Thameslink platform level to allow the lifts to be used until such time as they could be extended down to the newly constructed Elizabeth line platforms.

There are only division screens above Thameslink platform level and Crossrail will need to remove the temporary deck in order to extend the lifts down to the newly constructed Elizabeth line platforms.

### **3/ Why can't Crossrail install new division screens (would this allow the lifts to be taken out of service one at a time)?**

The 'Code of Practice for Safe Working on Lifts' recommends that adjacent lifts should also be taken out of service.

Division screen installation necessitate both lifts taken out of service in order to accommodate access scaffolding and lifting gear to carry out these works. This would prolong the overall programme and would restrict the working space for the engineers carrying out the work. It would also hinder the access for installation of new guiderails, cable management system and other equipment thus increasing the overall disruption to the station operations.

Regardless of whether full height division screens had already been installed, it would not be possible to operate the lifts sequentially. Fire regulations determine that both lifts must be in operation in order to accommodate inter-car passenger transfer should an incident occur.