

Tony Meadows Associates



tma

Tony Meadows Associates specialises^{ed} in the strategic planning and design development of public infrastructure projects and the urban, social and commercial opportunities they support.

Clients

Airports UK
Arup Engineering
Balfour Beatty Infrastructure
Berkeley Homes Property Development
Bilfinger GVA Property Consultants
Birser Metro Construction
British Airports Authority
British Airports Services Limited
British Rail Network SouthEast
British Rail Property Board
British Rail Southern Region
British Rail Thameslink
Canary Wharf Contractors
Canary Wharf Property
Centro • West Midlands PTE
Chelsfield Real Estate Asset Management
Connex South Central
Crossrail 1 • Cross London Rail Links
Crossrail 2 • Transport for London
Delancey Real Estate Asset Management
Delatim Construction & Building Services
Docklands Light Railway
East Coast Mainline
Go-Ahead Group
Greater London Authority
Heathrow Airport Limited
Kier Construction
Lendlease
London Borough of Ealing
London Borough of Greenwich
London Borough of Haringey
London Borough of Havering
London Borough of Islington
London Borough of Lewisham
London Borough of Tower Hamlets
London Borough of Waltham Forest
London Buses
London Overground
London Underground
Metronet
Mott Macdonald Engineering
MTR-Crossrail
Network Rail
Network SouthEast
Pell Frischmann Engineering
Rail for London
Railtrack plc
Railtrack Property
Railtrack Southern Zone
Railtrack Thameslink 2000
Regional Railways
Scott Wilson Engineering
South West Trains
Strategic Rail Authority
Taylor Woodrow Construction
Tesco Spenhill Developments
Transport for London
TfL: Commercial Property
TfL: Infrastructure Protection
TfL: Interchanges
TfL: London Rail
TfL: Station Capacity H&S Leadership Team
TfL: Major Projects
TfL: Urban Design
Tube Lines
Volker Fitzpatrick Construction

Architecture and Design

Public Infrastructure
Urban Planning
Development Opportunities

Strategic Planning

New Lines and Extensions
Operational Facilities
Development Planning

Heritage and Consultation

Complementary Design
Listed Buildings and Conservation Areas
Stakeholder Interface

Awards

Our work is often part of broader economic and political assessment and it is rarely appropriate that it should achieve recognition in isolation. Notwithstanding, our innovative methods and solutions have on occasions been selected for special mention by our peer organisations.

Tokyo Metro

2017: Ginza Line Stations : Excellent Design Award

BIM4SME Awards

2016: BIM Innovation (shortlisted)

AEC Autodesk Excellence Awards

2016: TMA Risk Information Modelling process for London Underground Tower Hill Step Free Access Project (winner)

Canary Wharf Station, Crossrail

2016: Crossrail Place, NLA Transport & Infrastructure Award (winner)

2016: Crossrail Place, MIPIM Best Urban Regeneration Project (winner)

2016: UKRIA2017 Large Projects Award (shortlisted)

Greenford Station, London Underground

2015: London Transport Awards Most Innovative Transport Project (highly commended)

2016: UKRIA2017 Small Projects Award (shortlisted)

Shepherd's Bush, London Underground

2008: Contractor Morgan Est Supply Chain Innovation (winner)

Borough Viaduct, Thameslink

2014: RIBA London Regional Award (winner)

2014: WAN Transport Award (finalist)

2014: RIBA London English Heritage Award for Preserving the Historic Environment (shortlisted)

2014: Construction News Award (highly commended)

2013: New London Awards (winner)

2013: BCI Awards – Major Civil Engineering Project of the Year (finalist)

2013: Civic Trust (merit)

2012: The SSD Awards (commendation)

Finsbury Park, Transport for London

2007: RIBA Award (shortlisted)

2007: Structural Steel Design Awards (SSDA) (shortlisted)

2007: Islington Society Award (highly commended)

2007: ICE Award (shortlisted)

Surbiton Station, Network Rail

1999: Civic Trust Award

tma

Capability

TMA focuses^{ed} on the design and delivery of public infrastructure and its potential for introducing economic benefits and enhanced public realm. Recognised specialists for over thirty years, our capability is founded on bespoke principles, procedures, skills and experience.

Commitment, Transparency and Innovation

We believe that efficient and effective public infrastructure is the most powerful agent to realise social sustainability. Our work over the last 30 years encapsulates this belief in a wide range of strategic solutions and unique projects that are each focused on enhancing the opportunities that developed public infrastructure affords.

TMA comprises architects and planners with unparalleled experience in public infrastructure projects. We are committed to strategic design innovation that delivers bespoke, elegant, contemporary and economic solutions in complex urban, economic, engineering and construction environments.

In our strategic planning and project delivery we recognise the importance of auditability, clarity and transparency. We recognise the importance of effective communication, of the clarity of the rationale and of the unambiguous recording of the decision process.

Collaboration and Responsibility

Our success is founded on our knowledge of, respect for and collaboration with the many disciplines and organisations engaged in public infrastructure projects. We provide the client design interface, assisting with scope definition, development strategies, public consultation and project approvals, implementation auditability and progress reporting.

Our ISO 9001:2008 Quality Management Systems comprise established and proven procedures that are bespoke to our sector and dovetail with client requirements for safe delivery, rigorous approval and transparent financial control.

Our creative use of Building Information Modelling systems brings technical and procedural innovation to the design, coordination and delivery processes. Working in and beyond current data capture standards, we implement confidence, health and safety and environmental metrics as primary measures of design success.

Case Studies

Strategic Planning

Crossrail 2 Programme
Bakerloo Line Extension
Sydney Metro Programme
Depots, Sidings and Maintenance
Oversite Development and Urban Masterplanning

Heavy Rail

Crossrail 1 Programme - Central Stations
Crossrail 1 Programme - On Network Stations
Network Rail Projects
Thameslink Programme

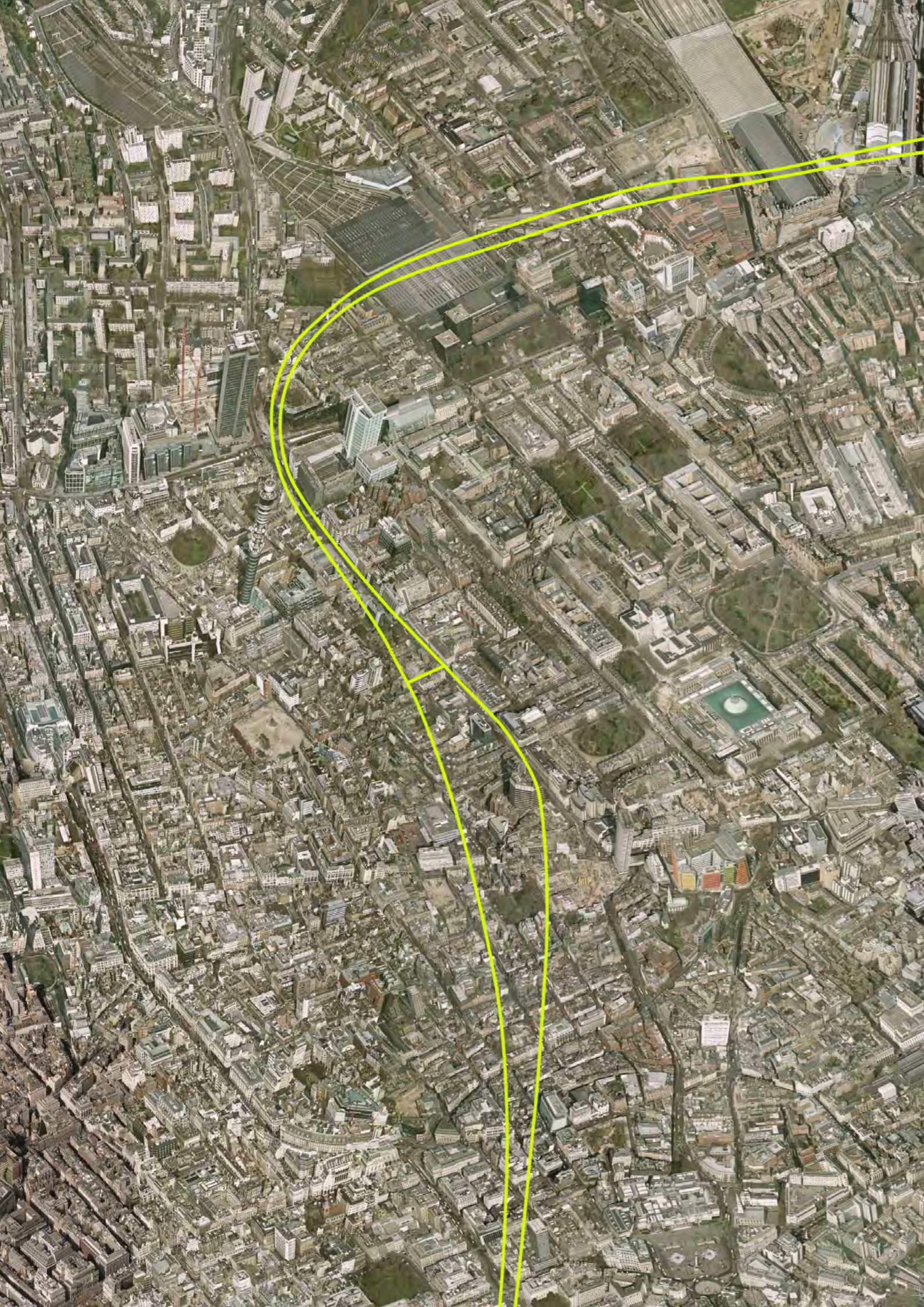
Metro Rail

London Underground Station Upgrades
London Underground Step- Free Access Programme
London Underground Future Stations Programme
LU Bank Station
LU Elephant & Castle
Tokyo Metro

Light Rail, Interchanged & Aviation

DLR Olympic Programme
DLR Station Upgrades
Modal Interchanges
Airport Infrastructure

Formative Projects



Crossrail 2 Programme

Previously referred to as the Chelsea Hackney Line, a Mott MacDonald/Tony Meadows Associates team has developed the heavy rail scheme crossing London from the South West to North East, with interchange and dispersal at the main rail termini.

Crossrail 2 Design Team

The tunnel alignment runs between Wimbledon and Tottenham Hale, with a branch line to New Southgate and major interchange stations at Clapham Junction, Victoria, Tottenham Court Road and Euston St Pancras. The project is being delivered jointly by Transport for London and Network Rail.

A Metro Scheme and a Regional Scheme were investigated with the client ultimately opting for the latter, being similar in function to the current Crossrail programme and with onward connections employing Network Rail infrastructure and providing main line capacity at Waterloo and Liverpool Street.

TMA has developed proposals for:

- the operational strategy
- new underground interchange stations
- adaptations to existing NR stations
- tunnel alignments
- ventilation/intervention shafts
- depots and stabling
- portals
- oversite developments

TMA has presented outline designs for the stations to all benefitting boroughs and, with public consultation underway, the updated safeguarding has been approved by the Secretary of State.



Crossrail 2 Client Engineering Advisor

On-Network Strategy

As Client Advisor to Crossrail 2, we have investigated the potential works and phasing required in the surface sections of Crossrail 2, to ensure early consideration of the operability and buildability of the project. We have examined the effects on the existing Network Rail infrastructure, the capacity and locations that inform the depot and stabling strategies, and the service potential required to serve the anticipated growth in the Lee Valley.

Eastern Branch Studies

We have examined a branch of Crossrail 2 to serve the east of London, in support of the project business case for the National Infrastructure Commission. This study is an initial investigation of constraints to tunnel alignment and implications for existing infrastructure for routes serving either Barking or Shenfield.

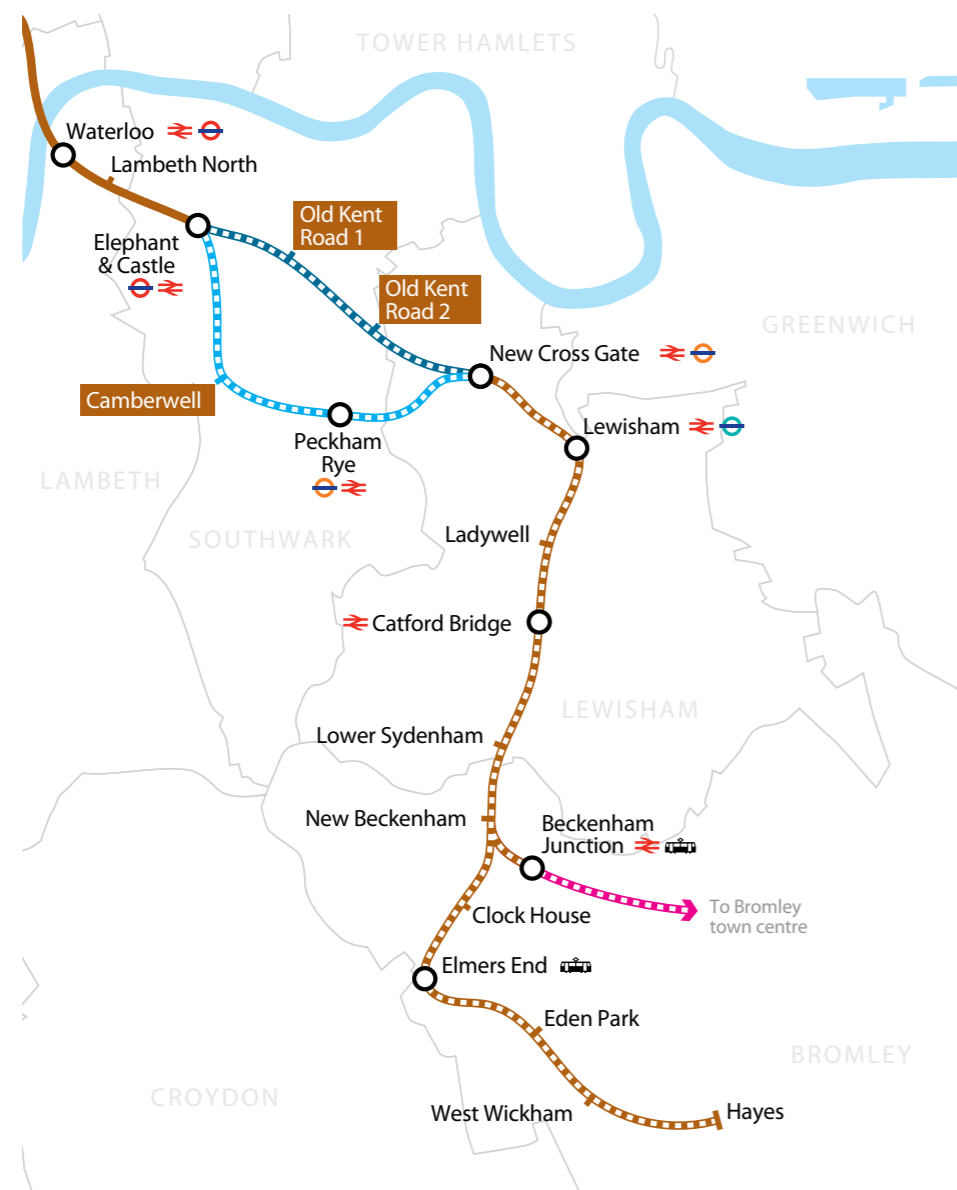
Euston, HS2 & Network Rail Interface

During development of Euston St Pancras station, we have worked closely with the HS2/Network Rail team towards a station integrated with current HS2 Euston station proposals. This critical interface recognises the need for Crossrail 2 to support the implications of the increased services of HS2.

Core Route Validation

We are assisting Crossrail 2 with the validation of the core route business case by examining the implications of various alternative cost/benefit strategies and providing support in the development of comparative cost, risk and benefits opportunities.

Bakerloo Line Extension



In the 1930s powers were granted to extend the Bakerloo line south to Camberwell Green. The planned works never came to fruition and the use of these powers has been limited to the extension of the sidings at Elephant & Castle. The plans were revived in the 1950s; another attempt was made in the 1970s, this time proposing an extension to Peckham Rye, but still the proposals were not progressed.

2007 Feasibility Report

In 2007 Mott MacDonald and Tony Meadows Associates were commissioned to examine the proposals once again. The commission considered an extension from Elephant & Castle with branches to two termini at Beckenham Junction and Hayes (Kent). Four route options were identified, connecting new stations at Burgess Park, Old Kent Road, Peckham Rye, New Cross, Lewisham, Brockley, Honor Oak Park, Ladywell and Catford.

Early examination of the local urban centres, available sites, tunnel alignments and the interchange potential adjusted this list so that Honor Oak, New Cross and Burgess Park were omitted in place of Camberwell, New Cross Gate.

2014-15 Revalidation

In support of a further public consultation in 2014, we have been commissioned to revalidate and update the 2007 study. Through detailed analysis, it has become clear that many factors influencing the original report have changed and new alignments are now appropriate, with primary alternatives to Camberwell and Old Kent Road.

Phased Delivery (2015)

Following a second public consultation in 2015, and with the consequence of an Old Kent Road alignment being preferred, we have examined a phased delivery of the Bakerloo line extension to Lewisham. The route capitalises on the synergy with emerging Old Kent Road OAPF plans through the development of integrated oversite development, refined route alignment and highlighted benefits of interchange with other modes.

Alternative Routes (2015)

Beyond Lewisham station the investigation of alternative routes has sought to address and compare issues arising from the 2015 consultation. We have carried out detailed static analysis to provide TfL with an understanding of the impact and potential benefits of different routes; assessed the feasibility of alignments; developed a strategy for the integration and upgrade of affected mainline stations; and developed designs for alternative portals.

Elephant & Castle (2015 - Current)

The implications at Elephant & Castle have been examined, with optional upgrades to the existing station and alternative alignments and tie-ins to the existing running tunnels.

Lewisham and New Cross Gate (2015 - Current)

At Lewisham and New Cross Gate, wider town centre development plans are well developed. Working with LB Lewisham and local landowners, we have investigated how BLE stations can mitigate transport issues while encouraging development opportunities. With initial options across many sites, we are developing preferred options that integrate with the existing stations, provide interchange to predicted future demand, enhance the movement and place aspirations of the local borough, and enhance TfL's business case through integrated oversite development.

Sydney Metro Programme



The Sydney Metro is an ambitious proposal by the New South Wales Government to address the increasing congestion in Sydney's CBD. The proposal is to drive a new metro beneath the City connecting the suburban rail network to the north and south of the City, with seven new stations that provide new rail access to the heart of the business and shopping districts.

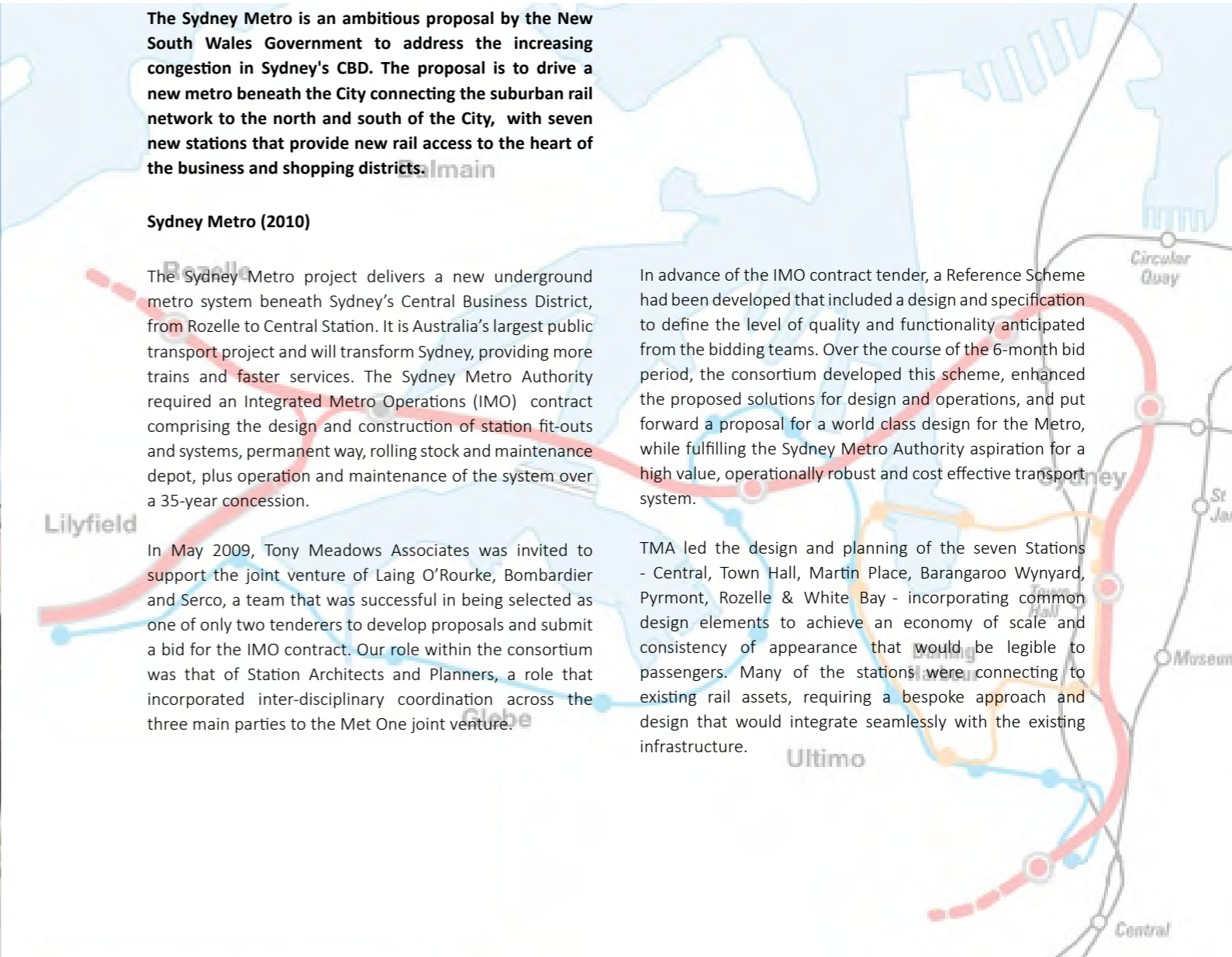
Sydney Metro (2010)

The Sydney Metro project delivers a new underground metro system beneath Sydney's Central Business District, from Rozelle to Central Station. It is Australia's largest public transport project and will transform Sydney, providing more trains and faster services. The Sydney Metro Authority required an Integrated Metro Operations (IMO) contract comprising the design and construction of station fit-outs and systems, permanent way, rolling stock and maintenance depot, plus operation and maintenance of the system over a 35-year concession.

In advance of the IMO contract tender, a Reference Scheme had been developed that included a design and specification to define the level of quality and functionality anticipated from the bidding teams. Over the course of the 6-month bid period, the consortium developed this scheme, enhanced the proposed solutions for design and operations, and put forward a proposal for a world class design for the Metro, while fulfilling the Sydney Metro Authority aspiration for a high value, operationally robust and cost effective transport system.

In May 2009, Tony Meadows Associates was invited to support the joint venture of Laing O'Rourke, Bombardier and Serco, a team that was successful in being selected as one of only two tenderers to develop proposals and submit a bid for the IMO contract. Our role within the consortium was that of Station Architects and Planners, a role that incorporated inter-disciplinary coordination across the three main parties to the Met One joint venture.

TMA led the design and planning of the seven Stations - Central, Town Hall, Martin Place, Barangaroo Wynyard, Pyrmont, Rozelle & White Bay - incorporating common design elements to achieve an economy of scale and consistency of appearance that would be legible to passengers. Many of the stations were connecting to existing rail assets, requiring a bespoke approach and design that would integrate seamlessly with the existing infrastructure.



Depots, Sidings and Maintenance Facilities

Crossrail 2 (2012-Current)

A Tony Meadows Associates/Mott MacDonald team has developed the feasibility of the operational and depot strategy within the On-Network sections of the Crossrail 2 project. The depots, sidings and maintenance facilities are essential to the resilience of this major new infrastructure, and our proposals ensure minimum disruption to the Network Rail system with which Crossrail 2 will interface.

Crossrail 1 (2009-2016)

TMA has been supporting Volkerfitzpatrick with their Crossrail depot projects.

At Old Oak Common, we have been supporting the Siemens/ Volkerfitzpatrick bid for the new Crossrail Rolling stock contract. The new depot uses existing railway land, providing standing for thirty 12-car trains and seven 12-car maintenance roads, together with an integrated staff and maintenance building with offices, workshops and welfare facilities.

At Ilford we are supporting construction data approvals for new Operations and Welfare accommodation, paintshop, logistics and store. Our approach is to enhance integration through liaison within the contractor's design team to coordinate protocols for the exchange of 2D and 3D data, the conversion of production information to comply with the Crossrail CAD Standard and BS 1192, and the identification and resolution of all non-conformities.

Bakerloo Line Extension (2007 - Current)

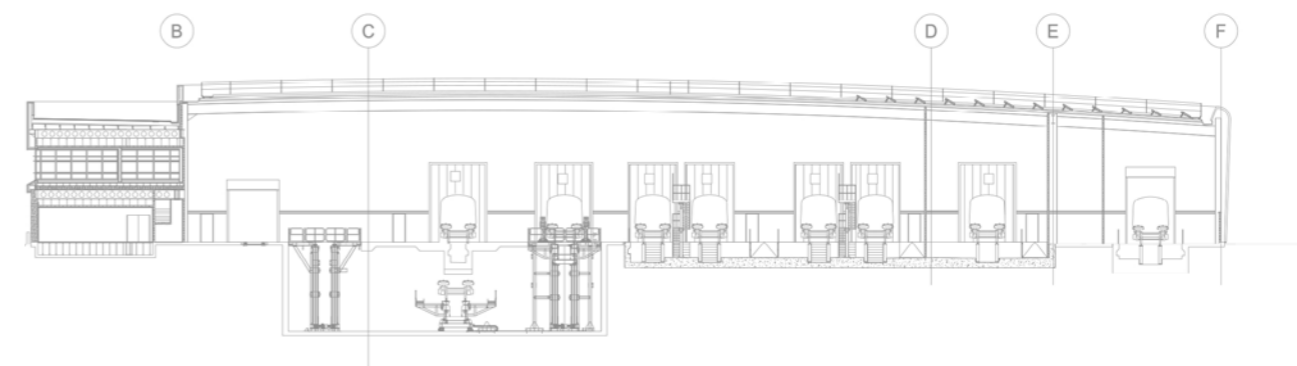
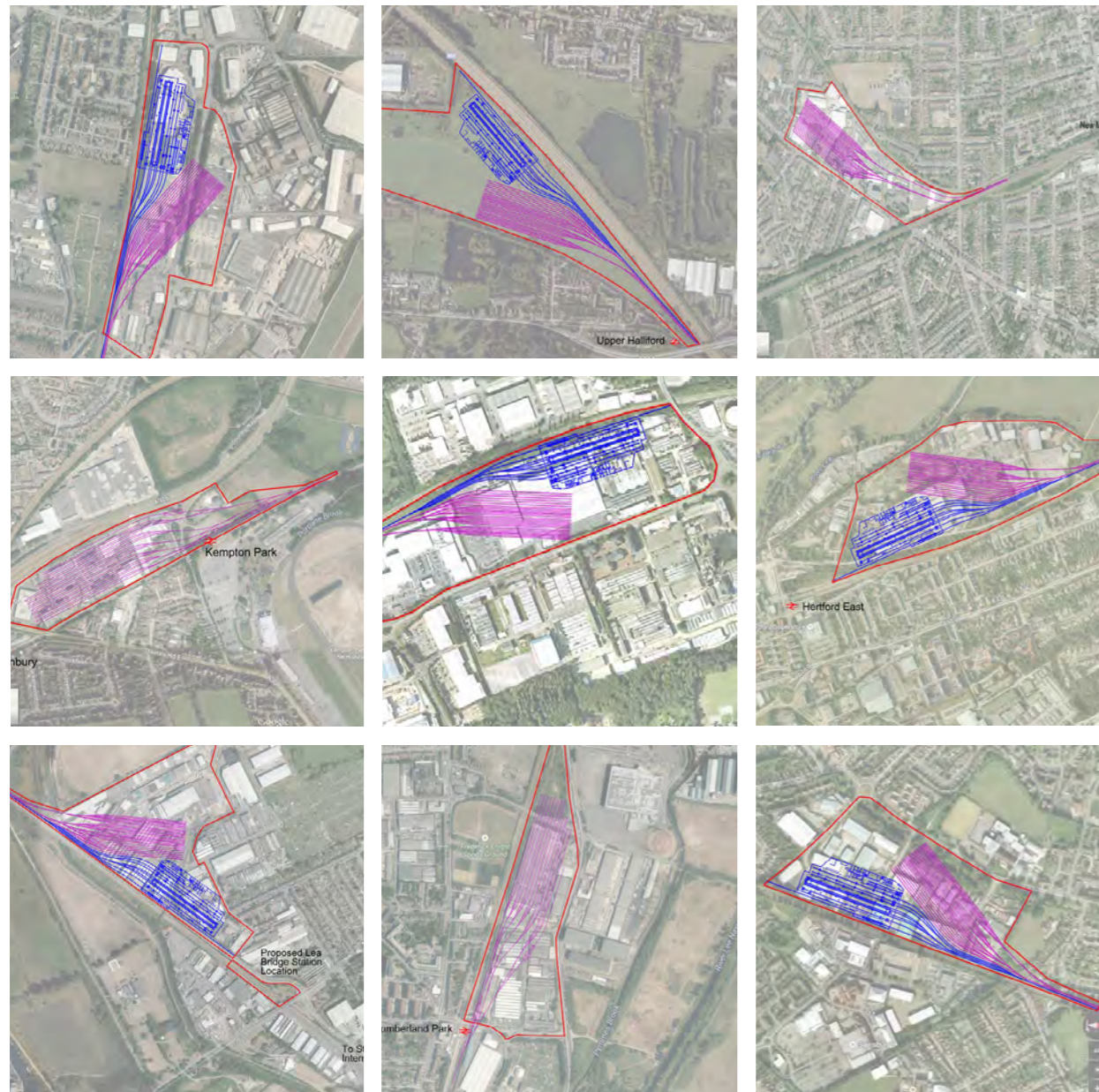
TMA has been providing planning and architectural services on the Bakerloo line extension project since 2007, developing the design as part of a Mott MacDonald led team.

We have investigated the provision of a full working depot for all standard train examinations, heavy maintenance and tunnel maintenance required to accommodate the extended tunnelling and the additional rolling stock providing our client with the assurances required to be able to progress this project. Up to 30 new train sets will be introduced and we are developing proposals at various sites in line with the route optioneering process.

BLE Train Crew Accommodation (2016-Current)

The option to terminate the Bakerloo Line Extension at Lewisham requires the relocation of the existing line train crew accommodation from the current terminus at Elephant & Castle to the new station at Lewisham.

We are developing the new accommodation for shift change-overs, driver welfare and mess facilities, and we are working with LU discipline engineers and stakeholders to establish the LU operational requirements and anticipate future demand that results from the planned upgrade of the Bakerloo line rolling stock.





Canary Wharf Station and Oversite Development

Oversite Developments and Urban Masterplanning

Lewisham Station (2016-Current)

TMA is developing an integrated over-site development as part of our Bakerloo line extension station at Lewisham through engagement with TfL Commercial Property. We are bringing greater financial viability to the project through the resolution of commercial interfaces, operational effectiveness and structural integration. We are working with LB Lewisham and local developers to ensure that new built form is matched by high quality public space, and to create a multi-use building will support the local economy by the creation of employment and high-quality contemporary living.

TfL Urban Bridges (2015)

Working with Mott Macdonald and Jones Lang LaSalle, TMA has been appointed by TfL as part of the Roads Task Force to examine the redevelopment potential at three sites above key arterial roads in outer London. TMA has produced masterplan proposals that address key local objectives: repairing urban separation; creating new development; improving local transport services; and enabling new street level activity. The mixed-use masterplan is being developed through engagement with the GLA, local boroughs and TfL Commercial Property ensuring that commercial viability is overlain with a high degree of urban quality.

Old Street Station (2015-2016)

The TMA proposals at Old Street station reconcile ongoing Station Capacity Upgrade works with a new over-site development and the transformation of Old Street roundabout to a peninsula. Our integrated approach resolves these major works and brings significant enhancement to the passenger experience at Old Street station. Our design improves station operations and provides increased revenue capture from previously under-used TfL owned land in this popular and vibrant part of London.

Victoria & Holborn Over Site Developments (2013)

As an extension to our station capacity enhancement works, TMA has been asked to investigate options for maximising the over-site development potential at Holborn and Victoria, integrating the structures and facilities of a commercial development with the upgraded stations.

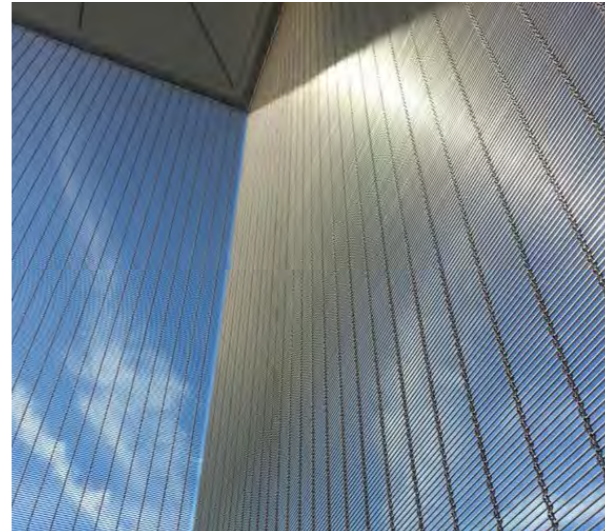
TfL Property Partnerships (2015)

TMA was appointed by LendLease to provide transport-planning and architectural expertise for the redevelopment of several TfL sites across London. Our strategic approach integrates new development proposals with greater station accessibility, and improves passenger way-finding and upgraded pedestrian urban realm.

At one inner London LU depot, we have developed a design strategy that reconciles the LU operational requirements with those of the new over-site development, and proposes a local land swap to create greater benefits for new development and the local community.

Stratford Town Centre (2015)

Despite proximity to major transport modes including the TMA Crossrail station upgrade at Maryland station, Stratford town centre is dislocated from its surroundings by a gyratory road network. As part of an ambitious redevelopment plan, we have provided transport and development planning expertise to project leader LendLease, creating an integrated sub-surface services network to remove severance and enable new connected civic uses at street level.



Crossrail 1 Programme - Central Stations

The Elizabeth line will link east and west London, providing a frequent rail service with significantly reduced journey times across key routes. The line will ease congestion on the existing transport network and new interchange stations will provide enhanced onward connections. The project has been a major catalyst for house building in the capital and provides a model for the integration of transport and wider planning strategies.

Canary Wharf (2005-09)

TMA has worked with the Canary Wharf Group to consolidate the design feasibility of a Crossrail reference design, developing a more cost effective form and an architecture that reflects the high quality environment for which Canary Wharf is renowned.

Working with Canary Wharf Contractors and Arup we have reduced the footprint of the station box, together with the complexity, programme and project risks. The arrangement comprises a station box 20% shorter than that proposed in the Crossrail Bill, with a cost saving of £350m less than the original CLRL figure, while also including over-site retail space and communal facilities.

Construction started in 2009 and the station areas were handed over to CLRL for the rail fit-out in 2015. The station is seen as an exemplar of such projects and it is intended that the approach will be largely followed where practical in future Crossrail programmes.

Woolwich (2005)

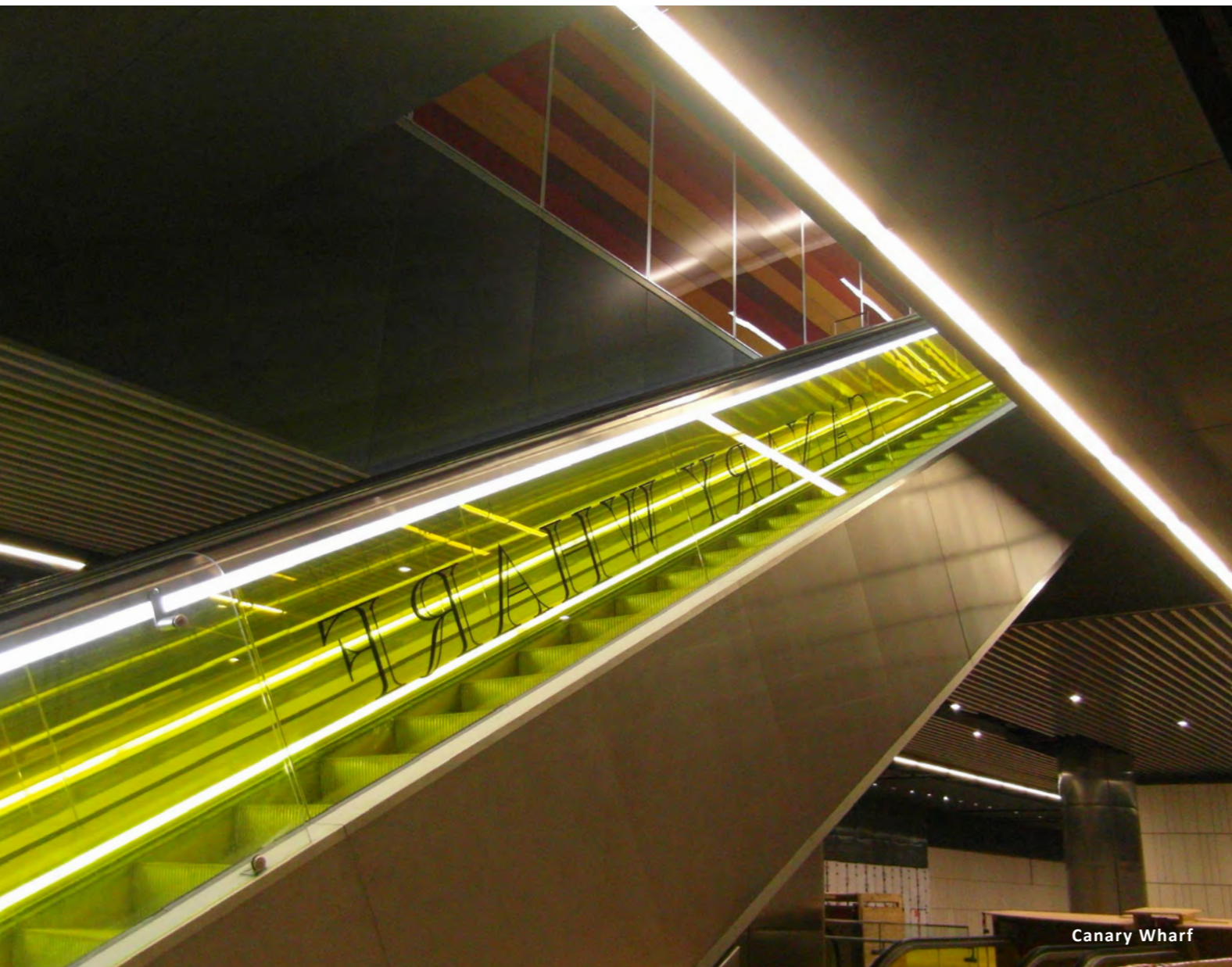
As an adjunct to work at Canary Wharf, TMA advised London Borough of Greenwich in its bid to central government for the inclusion of a Crossrail station at Woolwich. We provided station planning and construction expertise to develop a cost effective design incorporating a fully integrated over-site development, enabling viability through the resultant private funding stream.

Bond Street (2004)

TMA and Mott MacDonald have reviewed the economic viability of previous Crossrail schemes at Bond Street with the aim of minimising cost and construction complexity, while updating station design and planning to best practice. We have integrated passenger capacity analysis, operational strategies and ambience and wayfinding to develop a proposal that relocates the platform tunnels producing a Rubik's Cube 'Box' solution at each end of the platforms in the base of integrated oversite developments, providing greater value for significantly reduced project cost.

Watford (2004)

Working with rail engineers at Scott Wilson, TMA has investigated the potential for Crossrail to link with mainline services at Watford Junction. We investigated each of the stations on the route, including the design of a multi-level interchange at Willesden Junction.



Canary Wharf

Crossrail 1 Programme - On Network Stations

Crossrail Outer Station Refurbishment (2013 - 2016)

Achieving a common look and feel throughout the Crossrail network is fundamental to our client's aspirations to provide passengers with a high quality service. TMA has been developing proposals for Rail for London to ensure the outlying stations match the high standard to be set by the new central stations, and to achieve a strong brand presence throughout.

The outer stations include Brentwood, Harold Wood, Gidea Park, Romford, Chadwell Heath, Goodmayes, Seven Kings, Ilford, Manor Park, Forest Gate, and Maryland in the east; and Hanwell, Southall, West Drayton, Iver, Langley, Burnham and Taplow in the west. TMA has appraised each station to determine the scope of enhancements required, from the provision of step-free access, ticket hall enhancements, platform works, new signage and secondary revenue opportunities.

To ensure that high quality of design is maintained throughout the outer stations we have worked closely with Rail for London and train operating company MTR to develop Architectural Design Intent information through which construction contracts have now been let. We have been commissioned as Principal Designer under the Construction (Design and Management) Regulations 2015 to prepare and manage the preconstruction information and the health and safety file.

Crossrail Outer Stations Step Free Access (2013 - 2016)

As part of its ONSIP programme, Rail for London has extended our appointment to develop architectural designs for new step-free access to seven stations at Seven Kings, Manor Park, Maryland, Hanwell, Iver, Langley and Taplow.

TMA has created a kit of parts which present efficiencies and a common brand across the stations, while being adaptable to specific station layouts. Proposals have been presented to the Crossrail Design Steering Group, Access for All Committee and DfT; our practical response has successfully secured funding for each of the stations. Three of the SFA proposals are now under construction, with the remaining four being due on site in 2017.

Romford Station Entrance (2016)

TMA has also been commissioned by Rail for London to design a new southern entrance at Romford Station. We have completed a RIBA 2 level study to develop a single preferred option including provision of step-free access, new gateline and ticketing facilities. We have collaborated closely with our project engineer Mott MacDonald to develop the construction methodology so that the design can integrate cost effectively with existing heritage assets as well as other ongoing station works.

We have been leading stakeholder workshops to coordinate the design with London Borough of Havering Housing Zone plans; liaising with Crossrail On Network Station Improvement Programme (ONSIP) works at the station; and working with Crossrail Complementary Measures (CCM) to align the entrance design with new urban realm proposals.



Network Rail Projects 1

Tony Meadows Associates has been involved with mainline rail projects for 30 years. We have built a valued relationship with British Rail, Railtrack and Network Rail and are now developing projects for new heavy rail partners including Rail for London, Crossrail and MTR.

Crossrail Outer Stations SFA (2013 - 2016)

Providing new step-free access proposals to seven stations along the Crossrail Outer On-Network Route. TMA is working with Mott MacDonald to deliver Architectural, Engineering and Services design for our client Rail for London.

Crossrail Outer Station Refurbishment (2013 - 2016)

Since 2013, TMA has been providing the architectural design for the refurbishment of the existing On Network Crossrail Stations for Rail for London.

Hanwell (2011, 2014-16)

The development of step-free access proposals for the London Borough of Ealing, now being taken forward in our role as designers for Crossrail On Network projects working for Rail for London. We have engaged with and secured the support of the local and national heritage groups in a sympathetic approach to this Grade II listed station.

Cambridge (2011)

Support to the Go-Ahead bid for the East Anglia Franchise, with improvement works and enhanced secondary revenue.

Hackney Central (2009)

Breathing new life into the historic station building, abandoned in the 1980s, using modern insertions within the brick and timber of the triple height space. The new arrangement makes a strong interconnection between rail and bus, as well as providing safe cycle storage. Beneath the ticket concourse a large café retail area reinforces the all important high street ambience.

Sittingbourne (2009)

An exciting new pedestrianised high street, bridging over the railway, this project succeeds in connecting the town centre with the development opportunities to the north. Working as part of a large multidisciplinary team, our role was to develop the new transport infrastructure to support the anticipated growth. The primary feature was a new mainline station and associated transport interchange, that incorporates an urban square lined with local shops and leisure facilities.

Deptford (2007)

The design development and delivery of a new mainline station building in Deptford, south London, the station is the seedcorn to the wider regeneration of the local area.

The objective has been to create an architecture that is acceptable to the planning and heritage groups and to the adjacent developer from whom a portion of the project budget was to be secured. The result is a contemporary architectural solution, regarded by English Heritage as an effective foil to the Grade I Listed railway viaduct that it abuts. A lightweight steel structure, aluminium roof and glass and perforated steel cladding ensure a solution that offers operational safety during construction and use, and passenger safety and passive surveillance at all times of day and night. Construction was completed in 2013.



Deptford



Surbiton

Network Rail Projects 2

Thameslink 2000 (1992 - 2002)

TMA has worked on the Thameslink programme for 10 years, from the earliest conception to the construction of two major projects in the London core. Our Thameslink Farringdon and Borough Viaduct projects are discussed in detail overleaf.

Brighton (1999)

TMA has worked with Connex to bring passenger and secondary revenue benefits to this Grade II listed station. Project requirements included enhanced customer facilities, reorganisation of the station entrance and ticket hall facilities, and investigation of development opportunities within the station and on adjacent station lands.

Doncaster Bridge (1999)

Working with Balfour Beatty and Owen Williams, TMA developed a new suspension bridge for the rail crossing at Doncaster. The D&B tender submission included a new road bypass to alleviate traffic congestion to the West of the city centre providing a wider benefit to the urban realm, integrating with local authority objectives

Integrated Performance and Control Centre (1997)

A new building type for Regional Railways, TMA has developed a bespoke, repeatable design solution to operator comfort and awareness, employing state of the art working conditions within close proximity to the live railway.

International Convention Centre (1996)

A new station for Centro to service a Convention Centre and so enhance its accessibility and economic benefit. TMA has developed designs using off-site construction methods that allowed bridge structures to be lowered into the railway cutting to minimise disruption to the rail environment.

St Albans (1991)

An extension and refurbishment, rationalising passenger flows, improving operational areas and enhancing facilities through neatly separating peak commuter passenger flows from the ticket window queues; and providing additional interior spaces for waiting, meeting and greeting. The new interior finishes boldly enhance the quality of the light and acoustics within the extended booking hall.

Wimbledon (1989-90)

Appointed by British Rail to develop a refurbishment project of this 1930s station our first phase was completed in 1990 including a carefully programmed replacement of all floor surfaces and components while maintaining continuous station operation.

Surbiton (1989-99)

Working with Kier Construction to rejuvenate the 1930s Grade II listed architecture of Surbiton station, the result has been recognised with a Civic Trust Award. Completed in 1999, the project includes refurbishment of the reinforced concrete structure and platforms, improvements to operational areas, new commercial space and step-free access to each platform.



Farringdon

Thameslink Programme

Borough Viaduct (1995-2002)

The new 0.5km railway viaduct expands the mainline capacity through the historic area to the south of London Bridge. TMA was the lead consultant for a multidisciplinary project that calls for a fusion of highly functional modern design with a sympathetic approach to the urban environment.

To minimise disruption to the local economy the viaduct is designed to be constructed using large, prefabricated sections. To ensure the most appropriate rail environment, the alignment, clearances and safety characteristics have been precisely determined. To minimise loss of the urban character, the columns are spaced irregularly to fit in with the pattern of the streets. To ensure reinstatement of the highest quality and capacity, the viaduct has been refined and consolidated to occupy an absolute minimum volume.

Construction was completed in 2011, with the railway brought into use in 2016.

Borough Market (1995-2001)

Our masterplan informs reinstatement proposals for the Borough Market Conservation area demolished as part of the viaduct construction works. Our urban design and architectural proposals respond to the integrity and character of the Conservation Area and provide contemporary regenerative solutions that reflect the qualities of the Grade II listed status of many of the buildings.

Cannon Street Curve (2000)

Proceedings at Southward Cathedral are affected by the wheel squeal of trains into Cannon Street station. As part of Thameslink, Tony Meadows Associates and Atkins developed an acoustically effective and visually sympathetic viaduct.

Farringdon (1995-2002)

The expansion of London's Farringdon station provides longer platforms for the 12-car Thameslink services, a new station building shared with Crossrail and improved interchange facilities within the listed London Underground station. Tony Meadows Associates was commissioned to provide full multidisciplinary services, employing WS Atkins and Price & Myers to provide engineering services and Gardiner & Theobald for cost estimation.

The capacity for growth is extremely constrained and our design is driven by a detailed examination of passenger movements and services and systems relocation strategies.

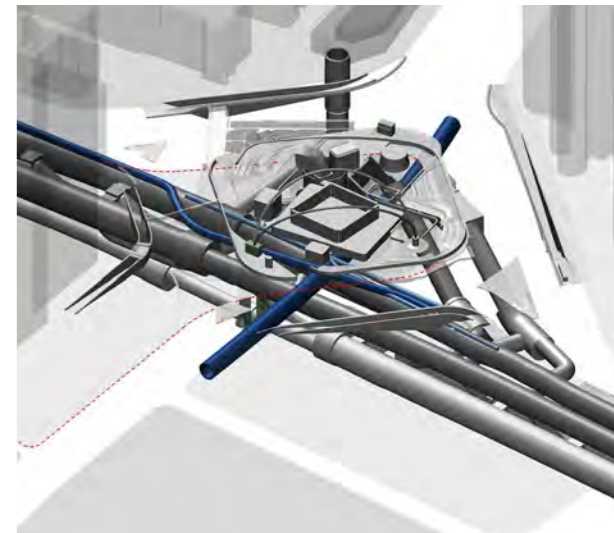
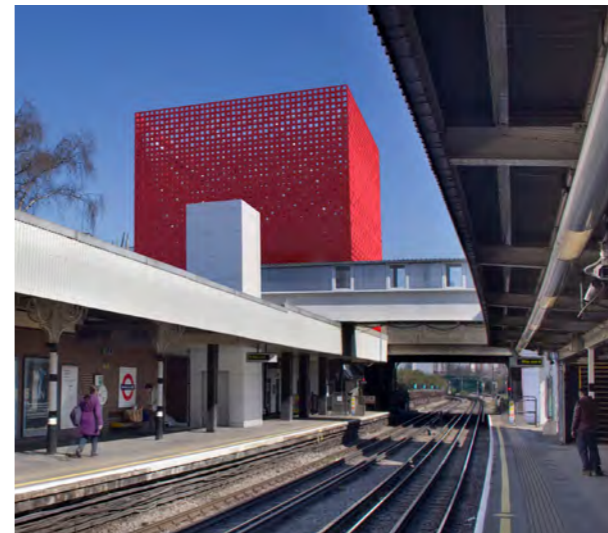
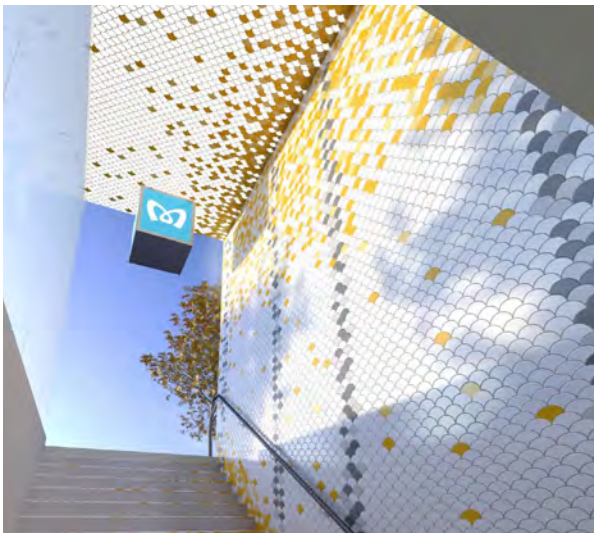
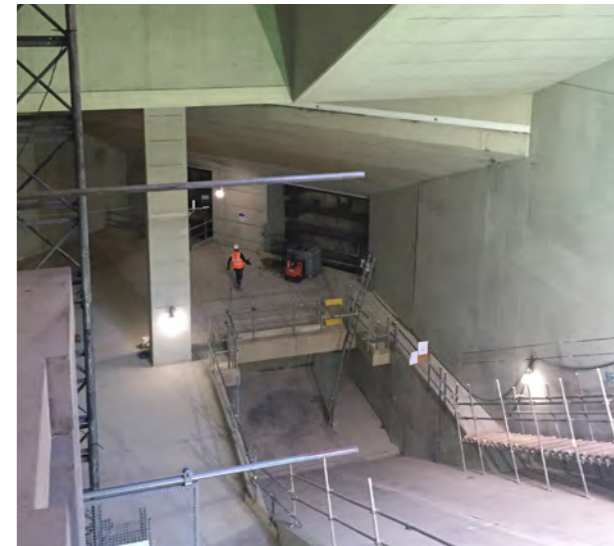
The new Thameslink station replaces a Grade II listed building on the site and faces the 1930's Grade II listed London Underground entrance. Extensive consultation with the heritage bodies and London Underground has led to a design that has been supported and highly praised by the TWA Public Inquiry. Construction was completed in 2014.

Union Street Bridge (1997)

Prior to the identification of the Thameslink works at New Cross, our Union Street viaduct solution integrated a flyover with the proposed wholesale redevelopment of the light industrial zone between Union Street and the existing Charing Cross viaduct.

Client Team Study Tour (1992)

At the outset of the Thameslink programme TMA facilitated a client team presentation and study tour to examine recent station design and procurement across Europe. The focus of the study was functionality, ambience and the potential role of station facilities within traditional urban design concepts. Specific stations were selected for closer study in Holland, France, Switzerland and Italy.



London Underground Station Upgrades 1



Waterloo & City Line Entrance, Bank (2005-14)

As part of our 10 year LU Bank Masterplan involvement, we have been commissioned by LU to develop a new integrated Bank Station entrance within the basement of the Bloomberg development at Walbrook Square. TMA led the inception, design and detail of the internal station box and fit-out; coordinated with the development design team; and obtained approval from the LU Engineering Directorate. The project is now under construction.

Knightsbridge (2014)

TMA has been appointed by developer Chelsfield to provide options for a new entrance and step free access solution for the LU Knightsbridge station as part of the Sloane Street Block development. Our study provides new entrance layouts that connect to the existing low level ticket hall, minimising disturbance to station operations and increasing the potential for retail space above.

Notting Hill (2013)

TMA has been appointed by LU to investigate options on behalf of RKBC for the relocation of entrances to Notting Hill Gate station. Leading a multidisciplinary team, TMA has designed station options with supporting geology, engineering, high way management and construction methodologies. Through static analysis, our designs allow for a wide range of flows throughout the day, and anticipate passenger growth in future years.

Oxford Street Cooling the Tube (2012)

As part of Cooling the Tube, TMA has coordinated the design of ventilation equipment and plant rooms to reduce heat at platform level whilst retaining heritage value be retained. We secured listed building consent for the enclosure of roof top equipment, delivering to a fast-track programme that ensured successful completion in advance of the 2012 Olympic Games.

Bromley-by-Bow (2012)

Due to a predicted increase in passenger demand from local regeneration, TMA has produced a new station design integrating step-free access utilising efficient off-site construction minimising disruption to passengers and our client. Located directly adjacent to the A12 and with the requirement to support as well as respond to the local regeneration objectives, our design concept introduces an iconic and legible statement of place.

Shepherds Bush (2008)

TMA has been commissioned to deliver this major project in three parts: a new station building, new passenger tunnels and lifts, and modernisation of existing infrastructure. To ensure effective delivery, we have provided a multi-disciplinary service for design, construction and management. Resolving the design in challenging ground conditions, the team successfully worked to programme and the new station building was delivered in time for the opening of the adjacent Westfield shopping centre.

Waterloo - Tubelines (2008)

TMA has completed a feasibility study at Waterloo station for 4 new passenger lifts providing step-free access between the main station concourse and underground services. The project involves installing new lifts within existing arches and between underground tunnels. To minimise disruption at this busy interchange, our solution includes a distinctive inclined lift.

Victoria ESMW (2007)

TMA has produced integrated design packages for new passenger, ticketing and staff spaces, designed holistically and avoiding the requirement for additional land take; and we have designed a new step-free access entrance at the east corner of Bressenden Place consistent with passenger demand that has since been completed as part of the Victoria Station Upgrade.



Finsbury Park

London Underground Station Upgrades 2

Warwick Avenue & Angel (2007)

TMA has led a multi-disciplinary team to provide options for the relocation of staff accommodation, back of house rooms, and opportunities for secondary revenue at Angel and Warwick Avenue stations. Our planning work has been supported by M&E design, structural design and LFEPA consultation in order to ensure fully coordinated design that maximises the benefit of the works.

Finsbury Park (2006)

The second phase of the TMA masterplan, the new interchange gallery at Finsbury Park is the flagship structure at the heart of this urban regeneration project. We re-planned and delivered two bus stations around the main line station, and created the architecturally distinct public interchange gallery on a regenerated Station Place. Working in a highly corroborative team, the project was successfully delivered with Faber Maunsell and contractor Fitzpatrick.

Bond Street (2004-2006)

TMA has developed the congestion relief and step free access proposals to address a predicted uplift in demand following the opening of Crossrail Bond Street. Risk and cost were mitigated by creating additional site area, a reduced diaphragm wall to the station box, simplifying the station operations, the passenger routing and the construction methodology and providing an improved relationship between the tunnelling work and the commercial development above. The plans developed with London Bridge Associates are now under construction.

7-Car Upgrade (2005)

TMA has worked as part of a specialist multidisciplinary team to extend platforms at three stations ahead of the introduction of 7-car trains. Our work included assessing the potential for new access locations and structures, taking into account best practice station planning, best value constructability, and the opportunities to minimise ground level disruption and land take.

Seven Sisters (2004)

TMA has been commissioned to provide full management and design services for station enhancement, a project sponsored jointly by the Local Authority and London Underground, and involving TfL Interchange, WAGN, London Buses and London Rail. We have developed the project scope in liaison with all stakeholders, including a new and iconic architectural entrance structures to reflect local development and regeneration.

London Underground Future Stations Programme

Old Street (2015-2016)

The station planning of the Old Street Feasibility Study has been developed by TMA as an integrated solution with over-site development and urban realm proposals incorporating the TfL aspiration for peninsularisation of Old Street roundabout. We have drawn on our capability to analyse static calculations and dynamic pedestrian modelling to maximise opportunities for additional stair, escalator capacity and step-free access. Utilising an existing LU substation, we have provided a new north east station entrance in this planned regeneration area.

Elephant & Castle (2013-2016)

Influenced by an area wide redevelopment, the projects are an opportunity for improved station access through the replacement of the existing lift only Northern Line ticket hall. The design includes a new ticket hall with escalators in a station box, supported by step-free access lifts. TMA has been providing essential interface between LU and developer led design teams in order that the aspirations of all parties are understood and can be met.

Embankment (2012-2013)

Connecting the Northern, Bakerloo, District and Circle lines, Embankment station suffers from over-crowding and passenger congestion. Developing proposals through the integration of passenger modelling and static analysis, TMA has proposed a two phase approach to relieve congestion and provide step-free access through-out the highly constrained station.

Holborn (2012)

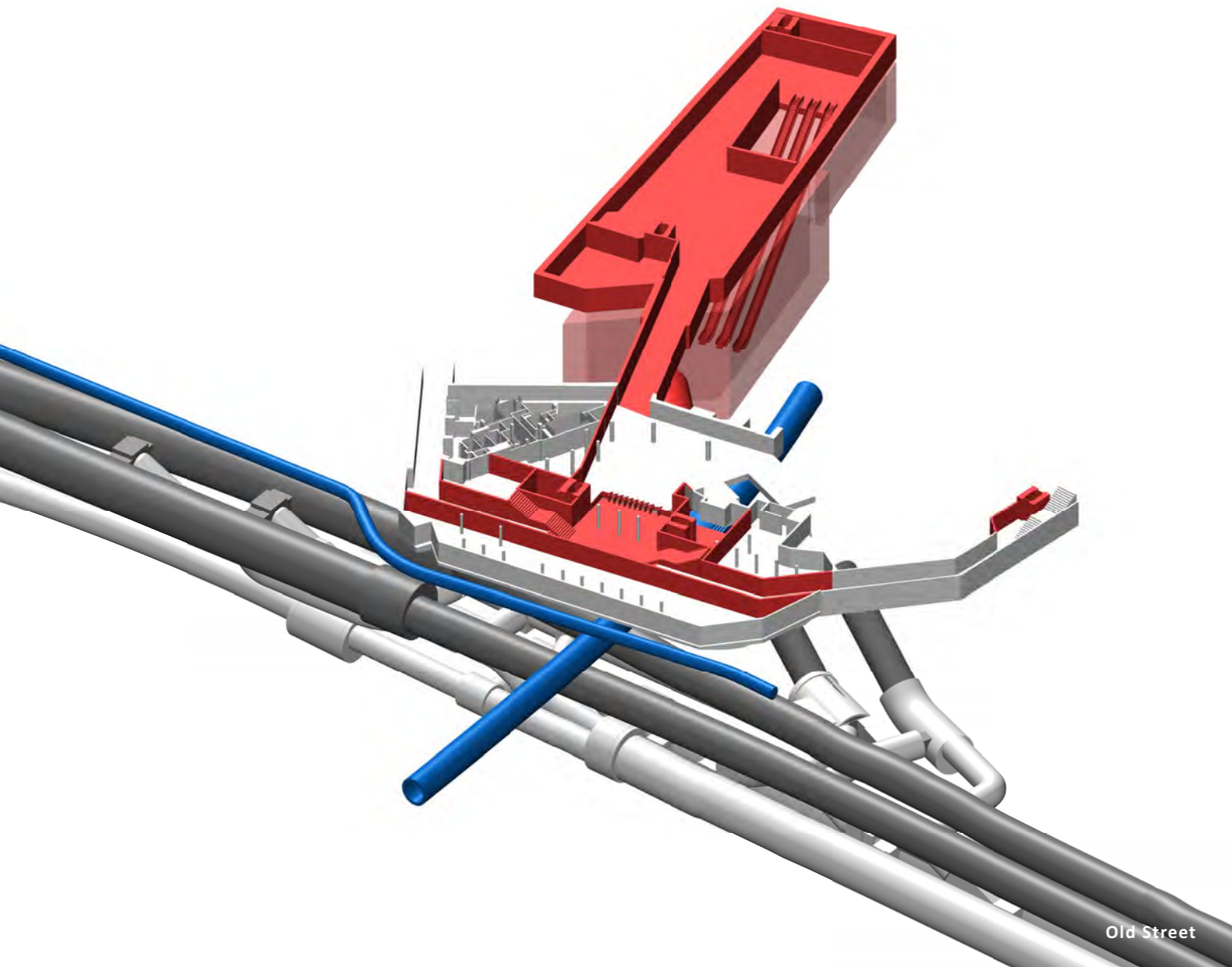
Serving both the Central and Piccadilly lines, Holborn station presents distinctive challenges when providing additional passenger capacity and step-free access as the site is highly constrained, with limited opportunities for independent site works or access. TMA developed two schemes that relieve sub-surface congestion with minimum impact on the operating station. Our proposals incorporate and maximise the opportunity for integrated over site development proposals.

Victoria (2012)

Our brief required provision of additional capacity and step-free access for the District and Circle line station, with a new ticket hall connecting to the soon to be completed Victoria Station Upgrade works, mainline rail terminus and the future Crossrail 2 system. The solution minimised impact on the operability of the station and initiated the opportunities for over site development.

Waterloo (2012)

TMA was commissioned to evaluate proposals by developers for amendments to the ticket hall that sits below the soon to be redeveloped Shell Centre adjacent to Waterloo. Acting as coordinator to LU Engineering requirements, TMA developed space planning proposals and construction methodologies, including a bespoke escalator installation.





London Underground Step-Free Access Programme

Tower Hill (2011 – 2017)

Tony Meadows Associates has worked with London Underground to bring step-free access to Tower Hill station since conducting the feasibility study in 2011.

We have collaborated closely with London Underground, the Over Site Developer and local heritage bodies that include Historic Royal Palaces to ensure that a suitably high-quality level of design is delivered in this prestigious and sensitive heritage area at the gateway to the Tower of London.

Now in the final stages of construction, this project has been developed throughout its life using BIM. We have acted as Information Manager to establish and control the protocols for model exchange between the design teams and we have innovated methods of using BIM to improve health and safety and the communication of record information.

West Brompton (2014 – 2016)

Our considered and sensitive approach to heritage structures and settings have also been of benefit at West Brompton where we have worked with London Underground to investigate the options for providing step-free access to the listed Victorian station.

We have investigated the construction sequences, costs and implications of various options and lead their development and appraisal with the London Underground team to establish a single preferred option for taking forward to planning application stage.

Greenford (2009- 2015)

The replacement of the last wooden escalator on the network with the first inclined lift, plus a new escalator and associated stairs, all while keeping the station operational. The new access works were brought into full use in 2015.

Greenford, Northolt, Perivale & Hanwell (2011)

The Ealing Council Corporate Plan 2010-2014 includes within the transport priorities the support of step free access to the London Underground stations at Northolt, Perivale and Greenford, on the Central line to the north of the borough, plus Hanwell on the Great Western main line.

Feasibility options have been prepared that address the complexity of inserting a lift through the existing structures in a manner that is constructible within an operating station, with observed routes to and from the lifts that are perceptibly safe for passenger use, while being on the paid side of the gate line to ensure staff control and revenue protection.

Amersham, Greenford, Newbury Park, West Kensington (2009)

There are economic benefits of delivering multiple projects in parallel, with a contractor-led multi-disciplinary design team. At four outer LU stations TMA worked with Birse and URS to develop solutions and documentation of high quality while enhancing the site specific appropriateness of the architecture.

A programme of step-free access proposals has been developed for Amersham, Greenford, Newbury Park and West Kensington stations. Our design teams identified common requirements across the stations, developed appropriate bespoke responses to heritage aspects, and focused on standardised solutions that could be applied to multiple stations.

Phasing strategies were developed allowing the stations to be operational during the works, with an emphasis on pre-fabricated items and off-site construction.



LU Bank

Tony Meadows Associates involvement at Bank began in 2003, with lead consultancy roles in DLR 3-Car enhancements, the Bank/Monument Complex Masterplan, the Northern line expansion, over-site development potential, the opening of a new adit for DLR and proposals for enhancements to the DLR concourse and platform areas, support to the TWAO process and the new WCL Walbrook/Bloomberg station entrance.

We have provided station planning options, civil and services engineering solutions, construction methodology and programming, cost appraisals, and consultation with the Corporation of London and adjacent developers and owners.

We have provided and coordinated full multidisciplinary design outputs, with the most recent focus being on the delivery of the first Bank station upgrade BIM development and delivery programme.

Our ongoing involvement at Bank places TMA in regular contact with a wide variety of station stakeholders and projects. Over the years we have consulted extensively with the key stakeholders to ensure the requirements of this complex station are carefully considered in the solutions developed for our projects.

May 2003 • TMA appointed by LUL to develop a solution to the capacity impact of the DLR 3-Car project at Bank, in support of the DLR Transport & Works Act submission. TMA appoint sub-consultants Faber Maunsell and Corderoy.

July 2003 • TMA commission extended to investigate the potential for completing the proposed works by 2007, the anticipated start date for DLR 3-Car services. Consultation initiated with the Corporation of London to establish the availability of development/construction sites and the implications of required road closures.

August 2003 • TMA appointed by LUL M&P to develop a Bank Masterplan Brief, to determine the primary areas of current and future congestion, and to identify initial mitigation opportunities.

October 2003 • TMA appointed by LUL M&P to act as technical advisor and Corporation of London consultation interface for the Scott Wilson Bank Masterplan development.

November 2003 • TMA appointed by LUL M&P to develop the DLR 3-Car 2007 construction programme to a greater level of detail and reduced risk.

July 2004 • TMA appointed by LUL to undertake an independent review of the Scott Wilson Masterplan Stage B Report.

December 2004 • TMA appointed by Metronet Rail to undertake a Practicality Review of the Scott Wilson Masterplan proposals, and to develop new proposals during the review.

January 2005 • TMA appointed by LU to develop the Bank WCL Walbrook Entrance project, part of the TMA Masterplan Brief findings taken forward as a separate project. TMA appoint sub-consultants Benhaim (Scott Wilson, URS), Beveridge Associates and Corderoy.

May 2005 • TMA appointed to work with LU and Metronet Rail to develop the strategy for the delivery of detailed LU Requirements for the next stage of the Bank Masterplan.

August 2005 • TMA appointed by Metronet Rail to undertake the next stage of the Bank station Masterplan. TMA appoint sub-consultants London Bridge Associates, Beveridge Associates and Corderoy.

November 2005 • TMA appointed by LU/Metronet Rail to develop a passenger survey strategy and undertake a comprehensive passenger count and analysis throughout the Bank/Monument station complex.

June 2007 • TMA appointed by LU to develop solutions for new Northern Line platforms adjacent to the existing infrastructure, with site access wholly from the River Thames. TMA appoint sub-consultants London Bridge Associates and Corderoy.

October 2008 • TMA retained by LU to provide support to Jacobs Engineering in initiating the next stage of the Northern Line Congestion Relief and Step Free Access project.

July 2009 • TMA appointed by Docklands Light Railway to develop enhancement and capacity relief proposals for the DLR platforms and concourse. Initial capacity relief project completed January 2012.

January 2010 • TMA appointed by Mott MacDonald to the Bank Capacity Upgrade project Peer Review team.

September 2010 • TMA appointed by LU to develop outline proposals for a King William Street exit, and the potential configuration and massing of associated oversite development.

October 2010 • TMA appointed by LU to develop the Bank/Monument Station Operations Room concept in support of a Corporation of London funding application. Funding achieved.

January 2011 • TMA appointed by TfL/Mott MacDonald to support the Transport & Works Act justification documentation, focusing on the project development history.

April 2012 - June 2013 • TMA completes the final planning review of their ongoing Walbrook Entrance project, with a programme to completion of BIM construction documentation by Q3 2013.

February 2014 • TMA appointed by LU as Design Advisor to support the Bloomberg and Fit-Out construction periods.

LU Elephant & Castle

Elephant & Castle presents an intriguing set of challenges as the location connects a number of projects and opportunities: the LU Station Capacity Upgrade Programme, the Bakerloo line extension (BLE) project; station planning with step-free access; sub-surface interchange design; static analysis and modelling; development coordination and integrated urban design.

Elephant & Castle Station Capacity Upgrade

In 2013 as part of the Future Stations Programme, TMA investigated new subway links from an expanded Northern Line Ticket Hall (NLTH) to a proposal for a northern peninsular form in place of the roundabout. Further traffic modelling showed a preference for a peninsular to the south, providing new site opportunities for the new ticket hall construction. TMA developed schemes for using the pedestrianised peninsula for a station box together with options that use part of the shopping centre land, in anticipation of future redevelopment.

Elephant & Castle Development NLTH

In 2014 the Elephant & Castle shopping centre was sold for redevelopment and the new site owner entered into agreement with LU to provide a new, coordinated Northern Line Ticket Hall and station entrance. An Integrated Feasibility Study, including collaborative working between TMA and the developer's design team, is ensuring space proofing of the station requirements. TMA has also begun developing designs for the connecting the box to the existing platforms, integrated with the existing station structures, and strategies for maintaining an operational station during the works.

Northern:Bakerloo Interchange

Detailed analysis of passenger forecasts developed during the NLTH projects has reinforced the requirement to upgrade the interchange routes between the Northern line and Bakerloo line platforms. TMA has developed a preferred enhanced interchange option incorporating a step-free access solution and a supporting construction methodology.

Bakerloo Line Extension Integration

Our early studies identified that the future demand generated by the Bakerloo Line Extension project requires new infrastructure at Elephant & Castle. As part of our overall design of the Bakerloo Line Extension, TMA has been commissioned to provide station capacity and step free access solutions that include either adaptation to the existing station, or an entirely new Elephant & Castle Bakerloo line station with a revised tunnel alignment to Lambeth North.

NLTH:BLE Integration

Building on these capacity upgrade options, TMA has since been appointed to assess potential synergies between the developing Northern Line Ticket Hall Station Capacity Upgrade and future Bakerloo line extension scheme. Delivered as an Integrated Feasibility Report, our work ensures that current station capacity upgrade plans provide passive provision that can be developed without preclusion of the future delivery of Bakerloo Line Extension options.





Tokyo Metro

A concept study for Tokyo Metro examines three stations on the original Ginza line, addressing the quality of customer experience by reflecting the distinctive character of the area of Tokyo that each serves. An award winning result, TMA addresses each station through direct reference to the user experience.

Omote-sando

Since her teens she had been in awe of the world of fashion. Of the glamour and the spectacle, of the elegance and the beauty, of the magazines, the chat sites and the blogs. She often came to Omote-sando to view the glamorous world of which she knew she could never be a part, for she was no beauty. But today it was different. Today the station was bright and playful, the patterns weaved along the Ginza line platforms, the pin-like columns shiny and textured, and there she was, reflected in lights in the ceiling twice as far away. In the ticket hall the bright ceiling lit up the stark white floor and, as she walked towards the gates she was on show, on a wide catwalk, lifted by the throb of the music and watched by the passengers that moved around the edge. She raised her head and walked elegantly. On her way home as she waited for the train she had noticed the little numbers and the little words on the pattern that at first didn't make sense but she had Googled them and she had realised. She realised that she too could be part of her world of fashion because at its root is dressmaking; the craft at which she is so accomplished is the foundation of her fashion. Today she walked through the ticket hall, head held high, for she was going for an interview.

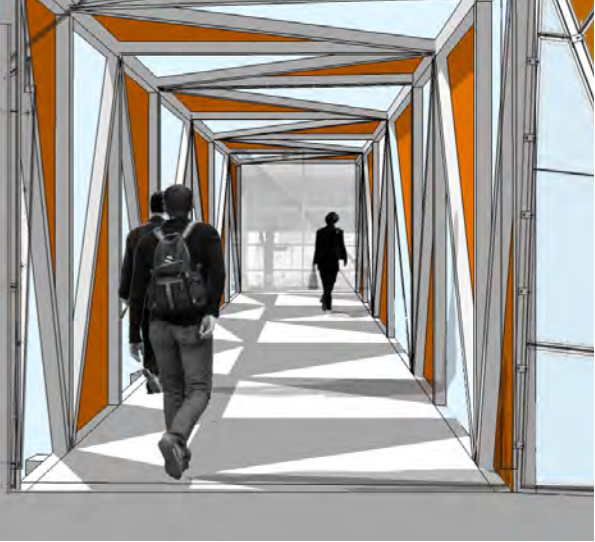
Gaiemmae

The stationmaster had arrived early that morning, as every morning, as that was the time of day he enjoyed the most, when he was alone in the new clean spaces of his station. The station lights glowed faint at first, the fully lit sky-like ceiling of the ticket hall warming the pure white floor below as the sporting graphics of the edge spaces, made double height by their mirrors, soared to their full extent. The platform lights flickered on, running down the platform in a wave and bouncing off the floor into the mirrored ceiling, giving a loftiness so much like one of the grand terminals.

He was proud of the new order to his station; how it controlled the movement of his spectator crowds with its strong lines and its numbers and its carefully placed signs and posters; how he could use the ceiling mirrors to survey the length of his platforms when the sporting crowds were many; and how he could turn up his favourite rallying music when more urgency was required. He enjoyed how the ticket hall was clear of clutter to help the flow through the gates, and how the decorated edge zones corralled those who were waiting for their friends. Yes, this was the order, the form and the control he had always envisaged for his station. Of this he was proud.

Aoyama-itcho

For every day of the 16 years since he retired he had been coming to Meiji Jingu Gaien Park, taking the Ginza line from his small home on the 9th floor to spend many hours enjoying the wide spaces and the close standing trees, the song of birds and the tranquillity of the ponds. And every day as the dusk fell he has had to leave his Park and go into the small tin box and back underground, the spell broken. But now it was different. Today the new entrance with its leafy patterns glowed in the dusk, beckoning him to follow the trunks down, to flutter down with the leaves into the clear, bright calm spaces of the station. The fluttering ginko leaves in their autumn hue patterned the edges of the spaces, rose high into the tall mirrored ceiling and dappled the warm light. As he listened he could hear faint bird song in the space. Between the ginko trees the wide calm space of the ticket hall was gentle on the eye, uncluttered, tranquil and simple to understand. He passed through. And the platforms were the colonnades of his Park, lined with tall trees, glowing with the orange of the foliage





Stratford Ramp

DLR Olympic Programme

In advance of the Olympic Games in London in 2012, DLR recognised a series of passenger control and capacity adjustments would be required to deliver spectators safely and in comfort to the sports stadia at Stratford Olympic Park. Tony Meadows Associates were appointed to rapidly prepare solutions at various key stations a support their implementation.

Custom House, Prince Regent & Greenwich

The programme of works focuses on making the currently unmanned DLR stations more secure. DLR commissioned TMA to create strategies for safe crowd control during the Games, with a simple and low cost result that introduced gates at key locations. The fast-track project called for a standardised approach, to minimise design work and enable a rapid implementation programme across the stations.

Designing for safe working methods was paramount with the use of appropriately sized prefabricated steel components to reduce to need for special installation equipment, to reduce the programme, and to enable a high quality of finish to be achieved.

The legacy benefits include the ability for DLR to secure their stations when not in use in the future.

Pontoon Dock & West Silvertown

Following the success of the first three stations, a further two stations were included in the programme due to their proximity to the London Pleasure Gardens in East London.

Pontoon Dock and West Silvertown stations have a very strong design language and our solution has a minimal visual impact.

Canning Town

To accommodate the 2012 Olympic crowds, TMA created additional platform space at the high level platforms at Canning Town station. Over 100sqm of additional area was created by reducing the openings over two sets of escalators. Working with Tube Lines, the work was carried out with minimum impact to station operations throughout the construction programme.



DLR Station Upgrades

Stratford Bridge (2015-16)

Following our successful step-free access ramp at Stratford in 2014, TMA was appointed to refurbish the existing bridge connecting the DLR & NR platforms. The refurbishment uses a bright palette of polycarbonate cladding panels with accent lighting highlighting the passenger route. As Principal Designer under the 2015 CDM Regulations, TMA appraised the operational methodologies to refurbish the bridge over the Central line tracks and came up with a solution to ensure safety to operators, passengers and maintainers.

DDA Programme, Limehouse, Devon Road, Woolwich Arsenal & Crossharbour (2015)

TMA has developed a series of tender packages which ensure compliance with the DDA Regulations. Ramps and stairs at station entrances have been appraised and developed to comply with regulations. Enhancements to the station ambience and improvements to passenger areas have also been investigated.

Beckton (2013-15)

TMA has developed enhancement works for the station to give it a fresh lease of life. New paving to the station forecourt, colourful wall finishes and improved lighting and signage de-clutter the entrance and create a welcoming and functional station approach.

Stratford Ramp (2011-14)

Providing step-free access between a DLR and a Network Rail platform, the ramp has been designed to rigorous standards and has been conceived with ease of construction within its constrained site.

Bank DLR 3-Car Programme (2010)

Our 2003 review and resolution of the congestion effects of the expansion of the DLR trains to 3-cars resulted in a programme of works in 2009 where TMA acted as lead designer and employer's agent during construction.

Limehouse (2009)

A TMA design team has developed a high-level interchange bridge between the Network Rail and DLR viaduct platforms. A cost effective solution enables agreement between the two transport groups, and the project was delivered as part of the DLR 3-Car programme. The two storey steel and glass canopy protects and supports a new interchange bridge, elegantly linking the DLR and Network Rail platforms. The interchange project obtained planning permission in 2007 and was completed and commissioned in 2009.



Modal Interchanges

Lewisham Interchange (2015-Current)

The arrival of the Bakerloo line at Lewisham Station will see London Underground services meet with mainline rail, DLR and London Buses. Tony Meadows Associates' design provides not just for BLE services but integrates with all services making space provision for the predicted demand uplift across all modes. Collaborating with LB Lewisham, TMA's interchange utilises predicted development data and O&D figures so the station can expand to accommodate growth and future urban movement.

People's Square Shanghai (2009)

The largest station on the Shanghai network, People's Square can accommodate 3,000,000 passengers per day. A TMA Colin Buchanan team has developed a phased sequence of congestion relief proposals that provides incremental expansion to the Shanghai Metro's early works at the station.

Euston (2007)

The Network Rail British Land proposals for Euston Station significantly increase the use of the interchange. Working with Transport for London and Colin Buchanan, we have developed numerous viable options for the enhancement of interchange between surface and underground transport facilities.

Finsbury Park Masterplan (2002)

TMA was appointed by TfL to address the quality of the urban environment around Finsbury Park station, and to address the inner workings of this complex station. The proposals included major structural change to main line and underground stations to address congestion, environmental quality, new rail services, intermodal interchange, integrated transport and access for all.

Finsbury Park Interchange (1999-2006)

The second phase of the TMA Finsbury Park Masterplan, the new interchange gallery is the flagship structure at the heart of this urban regeneration project. TMA worked with Faber Maunsell and contractor Fitzpatrick to deliver this bespoke and dynamic structure within the operating interchange.

The Finsbury Park Transport Interchange is one of TfL's flagship interchange projects and a key influence in the regeneration of the local area. The transport design objective is to address the poor quality environment around Finsbury Park Station and accommodate passenger growth over the next five years. The regenerative objective is to provide an icon urban focus and better access to jobs within and outside the area.

TMA has re-planned the two bus stations around the mainline rail station and created the architecturally distinct public interchange gallery. The new arrangement provides and integrates multi modal facilities to enhance the passenger environment and experience and improve operational efficiency.

The project represents the successful amalgamation of objectives of the Finsbury Park Partnership, LB Islington, Transport for London, London Buses, the train operating company, Network Rail and London Underground.

Completed in December 2006, the project has been noted for its architectural and urban quality, having been recognised with an Islington Society Award for Architecture.

Airport Infrastructure

Riga Airport (2010)

Combining wit, efficiency and environmental responsibility, our new terminal for airBaltic has been shortlisted in an international competition, with entries from over 70 countries. The project highlights the modern glamour of air-travel, with streamlined functionality. An iconic terminal that reflects both the airline, and the city of Riga's values and identity. It provides an intuitive and stress-free experience for all users, while allowing plenty of natural light for that all important ambience.

Heathrow Central Bus Station (1995-1996)

The bus station at the hub of Heathrow's Central Terminal Area has London's second largest bus and coach passenger capacity after Victoria. TMA was appointed by BAA plc to enlarge and visually enhance the bus and coach station facilities in the Central Terminal Area, while improving the interface with the LUL station and the Terminal subway links. TMA supplied architectural, landscape and infrastructure co-ordination services for this development, which was completed and brought into use in 1997.

St George's Chapel (1996-1997)

TMA designed and delivered the fully accessible multi-denominational airport chapel at London Heathrow. The chapel is designed to accommodate those with restricted mobility, for whom access to the adjacent Grade II listed underground chapel is not practical. The predominant concrete construction is specified to create quiet contemplative space at the heart of the Heathrow Central Terminal Area, sheltered from the noise from the inner ring road, as well as from aircraft noise. The new chapel was completed and brought into use in 1997.



