

## Tony Meadows Associates

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<b>1986-2018</b>	<b>Tony Meadows Associates</b>	<p>Before taking up his independent consultancy role in 2018, Tony led a well-considered architectural practice, uniquely specialising in the design and delivery of transport infrastructure projects and involved in most of the major enhancement programmes in London over a period of 32 years.</p> <p>As the importance of private development funding increased in the delivery of transport infrastructure and its business case, so TMA achieved a well-regarded position at the interface, being commissioned to provide informed and balanced advice and solutions to private organisations as they interface with public bodies.</p>
<b>2016-2018</b>	<b>Canary Wharf Connectivity</b>	Supporting the Canary Wharf Group in expanding the transport connectivity with London and the South East. TMA is examining various opportunities for extending existing and providing new rail corridors in consultation with other advisors, Transport for London and the DfT.
<b>2016-2018</b>	<b>Windsor Link Rail</b>	Supporting the Windsor Link Rail team in their ambition to connect the railway corridor through the historic centre of Windsor. Consultation with the Princes Trust, Pell Frischmann railway engineers and Skanska Construction is creating a strong technical, heritage and design case for the project to proceed.
<b>2017-2018</b>	<b>Battersea Power Station</b>	Providing station design and development process advice to the Battersea Power Station Development Company in connection with contractor/transit authority negotiations related to a combination of rail development and design methodology.
<b>2014-2018</b>	<b>Bakerloo Line Extension</b>	Leading the team developing the Bakerloo Line Extension, first addressed by Tony Meadows Associates (TMA) in 2007. The project objectives have been evolving and the importance of urban regeneration and development is now key to the delivery ambitions. Tony is investigating best value functionality in alignment and station planning, and the potential for the new service and its oversite development to seed-corn mixed-use growth in south west London.
<b>2012-2016</b>	<b>Crossrail 2</b>	Leading the team of station designers and coordinators for the 17 stations in the central section of the proposed Crossrail 2 project, from Wimbledon in the south to New Southgate and Tottenham Hale in the north. The design process includes setting standards for the stations, deriving multiple interchange solutions and examining the urban and oversite development potential.
	Wimbledon to New Southgate	Supporting the consultation with Network Rail and London Underground, together with all the London Boroughs directly affected by the new infrastructure. Renewed safeguarding powers were delivered in early 2015.
	Outer Services	Client Advisor investigating the potential works and phasing required in the surface sections of the Crossrail 2 services, examining 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 regenerative growth in the Upper Lee Valley.
	Value Benefit Comparisons	The NIC has sought more detailed investigation into comparative opportunities for the alignment and future extension of Crossrail 2 to opportunities in other areas of London. Developing value/cost benefit options to test and validate the Core proposal.

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<b>2015-2016</b>	<b>TfL Roads Task Force</b>	<p>The opportunities afforded by bridging some of the major road arteries to connect communities and to enhance London's housing offer are being actively investigated by TfL in partnership with the London Boroughs and the GLA. A development team comprising TMA, Mott MacDonald and Jones Lang Lasalle has investigated three such opportunities, at Leyton, Leytonstone and Poplar. Tony is the Masterplanner of the team, bringing together mixed-use development, urban realm benefits and transport enhancements to provide socially and financially robust solutions.</p>
	Leyton Leytonstone Poplar	
<b>2015-2016</b>	<b>Delancey</b>	<p>Leading the development of the new LU station entrance box as an integrated component in the mixed-use development at Elephant &amp; Castle. The interface is spatial, structural and urban, as the new entrance resolves the station functionality and ambience, the commercial requirements of the new development and the place-making aspirations of the new Elephant &amp; Castle peninsular.</p>
<b>2015</b>	<b>Lendlease</b>	<p>Working closely with Lendlease on a number of masterplanning projects across London, developing connectivity and transport enhancements and participating in the emergence of new and innovative ways of enabling integrated residential, employment and education within the urban fabric of environmentally enhanced masterplans.</p>
<b>2009-2010</b>	<b>Sydney Metro</b>	<p>With a rich portfolio of infrastructure projects, all exhibiting a specialism in well-designed, practical and economic solutions, Tony was asked by the Laing O'Rourke, Serco and Bombardier joint venture to develop the stations of the proposed <b>Sydney Metro</b> in Australia.</p> <p>This project called upon an extensive range of specialist infrastructure design skills. It offered a multi-disciplinary environment that brought together designers and artists, contractors, operators and rolling stock suppliers. It employed the benefits of Building Information Modelling when used in a multi-disciplinary context, and reinforced the commitment to the employment of BIM in all later projects. It presented design challenges ranging from ground conditions, through social and heritage expectations, to the extremes of climate and environmental sustainability. It represented an opportunity to employ the skills and knowledge of infrastructure design in a new context, and to showcase an enthusiasm and innovation more widely.</p>
<b>2002-2016</b>	<b>Crossrail 1</b>	<p>During a route review in 2002, assisting Scott Wilson in the development of the Crossrail route to <b>Watford Junction</b>. Multi-layer planning at <b>Willesden Junction</b> and reviews of the impact on stations, bridges and the local urban character failed to convince the government that this was the route of choice at that time, although 2014 saw the proposition back on the Crossrail agenda.</p> <p>At a point when Crossrail was beginning to seek value-engineered solutions to earlier ambitions, bringing in our unique combination of transport facility and construction planning skills, with a remit to review the reference designs and develop equally effective but lower cost solutions.</p>
	Watford Junction Willesden Junction	
	Farringdon Bond Street	<p>Tony had previously proposed a consolidated Crossrail 'Box' option at <b>Farringdon</b>, as part of the TMA work for Thameslink. At <b>Bond Street</b> he worked with Mott MacDonald to relocate the platform tunnels and again produce a Rubric Cube 'Box' solution, to significantly reduce the cost of access and ventilation arrangements.</p>

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Canary Wharf	At <b>Canary Wharf</b> he went further, helping to reduce the overall cost by £350m through considered planning of all discipline areas, and so encouraging private sector involvement in the Crossrail project and the government support it initiated.
Woolwich	At <b>Woolwich</b> he took the principles established at Canary Wharf and assisted the local authority in convincing the government that a station was viable and affordable. He developed the Woolwich station concept design with the Berkeley Homes Group.
Old Oak Common Ilford Depot	He has supported Seimens and Volkerfitzpatrick on their bid for the Crossrail train fleet and Depot at <b>Old Oak Common</b> , and assisted Volkerfitzpatrick with their new <b>Ilford Depot</b> .
17 Outer Stations	With the central London Crossrail stations largely under construction, he has led the enhancements of <b>17 Crossrail Outer Stations</b> for Rail for London, including bespoke designs for new Step Free Access bridges and lifts at 7 locations.
<b>2000-2017</b>	<b>Transport for London</b>
Finsbury Park	The multi-modal interchange at <b>Finsbury Park</b> was commissioned before the advent of TfL and with their arrival Tony spotted the opportunity to engage with an organisation that could bring together the many different transport and local interests in the project. TfL took up the challenge and TMA completed the two bus stations, the interchange gallery, the secure bike park and the associated heritage landscape works in 2006. The interchange gallery won the <b>Islington Society Award for Architecture</b> in 2007.
Euston	At another scale, the existing passenger growth, the anticipated arrival of increased services and the potential for HR2 at <b>Euston</b> station highlighted the interchange shortfalls of the multi-modal infrastructure. Tony was called in by TfL Interchange to investigate what could be done, with a focus on enhancing the London Underground capacity and providing improved urban links to expanded bus, taxi and cycle facilities.
Hackney Central	The 2009 project to bring back into use of the abandoned 1870's station building at <b>Hackney Central</b> provided an opportunity to address London Rail's infrastructure at a level of local interest and historic detail.
<b>1996-2018</b>	<b>London Underground</b>
Finsbury Park Bank Bakerloo Line Extension	During the TMA work at <b>Farringdon</b> station for Thameslink 2000, Tony started to work more closely with London Underground and subsequently <b>Metronet</b> and <b>Tubelines</b> , and he continues to provide early-stage design input that addresses and resolves the difficulties faced by LU infrastructure.  He has also been appointed as the <b>LU Lead Asset Engineer</b> in the interface with the Shell Centre redevelopment at Waterloo, and to lead the <b>Design and CDM Workstream</b> as part of London Underground's Station Capacity Health and Safety Leadership Team.
Old Street Bond Street Victoria D&C Holborn Embankment Shepherd's Bush Elephant & Castle Notting Hill Gate Knightsbridge	<b>Masterplanning</b> of major upgrades at <b>Finsbury Park</b> and <b>Bank</b> plus the early development of the <b>Bakerloo Line Extension</b> has seen the strategic planning capacity of TMA deliver robust, constructible and long-term solutions to expansion of the network.  <b>Capacity enhancements</b> at <b>Bond Street, Bank, Finsbury Park, Victoria D&amp;C, Holborn, Embankment, Shepherd's Bush, Notting Hill Gate, Knightsbridge, Old Street</b> and <b>Elephant &amp; Castle</b> have highlighted our multi-disciplinary coordination skills, developing answers that integrate passenger capacity analysis, evolving operational strategies, ambience and wayfinding, over-station development and detailed construction solutions involving traditional and contemporary underground structures.

Bank WCL  
Seven Sisters  
Stratford  
Victoria VL  
Waterloo  
Shepherd's Bush  
Bromley by Bow  
Newbury Park  
Greenford  
West Kensington  
Amersham  
Tower Hill  
West Brompton  
Oxford Circus  
King's Cross Pentonville Road

**Designs for new entrances** at **Bank WCL, Seven Sisters, Victoria VL, Waterloo, Shepherd's Bush, Bromley by Bow and King's Cross Pentonville Road** have shown our range of architectural capabilities, with appropriate architectural solutions in specific contexts and references to modern urban environments and traditional, iconic station designs.

**Step free access** schemes at **Newbury Park, Greenford, West Kensington, Amersham** and most recently **Tower Hill** and **West Brompton**, have enabled us to exhibit an architectural flair when introducing modern facilities into historically important settings.

At a very practical level, we have completed the construction support for Birse Metro in the successful Cooling the Tube project at **Oxford Circus**.

### 2003-2016 Docklands Light Railway

DLR Bank

Tony's work with London Underground has led to a close relationship with Docklands Light Railway, starting first with the Northern line interchange at LU **Bank** station in 2003 and leading to other commissions across the network. Our work at **Bank** is now complete, with our capacity relief scheme constructed in 2011 with TMA supporting DLR in their management of the contractor's works and the approvals.

Tower Gateway  
Limehouse

The TMA projects for DLR at **Tower Gateway** and **Limehouse** combine improved station passenger capacity with increased retail and urban design enhancements, supporting the DLR concept of an infrastructure closely knitted with its urban and social context.

Stratford  
Canning Town  
Greenwich  
Custom House  
Prince Regent  
Beckton  
Stratford  
Pontoon Dock  
West Silvertown  
Devon Road  
Woolwich Arsenal  
Crossharbour

At **Stratford, Canning Town, Greenwich, Custom House, and Prince Regent** TMA prepared a series of capacity and accessibility enhancements in readiness for the London 2012 Olympics. Our skill in developing solutions that combine design flair with operational strategies and ease of construction are applied to this essential programme.

The TMA work with DLR continues with enhancement proposals at **Beckton, Stratford, Pontoon Dock** and **West Silvertown**, and DDA enhancements at **Devon Road, Limehouse, Woolwich Arsenal** and **Crossharbour**.

### 1986-2018 Network Rail

Surbiton  
Wimbledon  
St Albans City  
Brighton

Leading the practice from early projects with British Rail through the transfer to Railtrack, and on to Network Rail.

His initial project for the refurbishment of the Grade II listed **Surbiton** station won a **Civic Trust Award** and led to similar refurbishment and enhancement projects at **Wimbledon, St Albans City** and **Brighton**.

Thameslink 2000

In 1992 Tony assisted Railtrack in the early strategic design planning of the **Thameslink 2000 programme**, investigating high quality reference designs overseas and examining the potential at **Blackfriars, London Bridge** and **Union Street**. In 1995 TMA was appointed to lead the Thameslink project to extend and refit the Grade II listed **Farringdon** station and to remove and redevelop the site of the Grade II listed building opposite the station into a new, combined Thameslink and Crossrail ticket hall.

Blackfriars  
London Bridge  
Union Street

Farringdon

Borough Viaduct  
Borough High Street Bridge  
Borough Market Renewal

Thameslink 2000 also appointed TMA to lead a team in the development of the **Borough Viaduct** and **Borough High Street Bridge**. The first inner city railway viaduct in over 100 years, this unique project includes the retention, reinstatement and enhancement of the

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Deptford  
Whitham  
Sittingbourne

heritage character of the historic **Borough Market** area through which the viaduct passes and recognises the practice's skills in elegant and highly functional bridge design, a wider range of building types, and the urban realm.

Wimbledon  
Clapham Junction  
Victoria  
Euston  
Crossrail 2  
St Pancras

More recently Tony has led the design of the new **Deptford** station, a contemporary architectural solution in the setting of the Grade II listed viaduct. Through our knowledge of standards and approvals strategies TMA also provided services as the Contractor's Responsible Engineer for Architecture at Network Rail's **Whitham** station. He has also been working with Network Rail as they participate in the Crossrail 2 stations, and as they develop their commercial portfolio at **St Pancras** station.