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~~MTR Crossrail – Employee Self Service – Book onto a course
Progress Update (September 2020)~~

LIGHT RAIL UPDATE! PARANAQUE-CAVITE LIGHT RAIL
TRANSIT 1 EXTENSION PROJECT UPDATE!! NOVEMBER
2020!*How Hong Kong Built the World's Best Transit ??* ~~Hannah's
story: Meet Hannah who is helping us to coach and develop our
trainee drivers~~

TfL Rail Mini Tribute MTR Crossrail (TFL Rail) 360 ~~Kay's story~~

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Meet Kay who wanted a change from her career in the City and joined the railway as a **London Crossrail (Elizabeth Line) | Demystified**

CROSS RAIL || ELIZABETH LINE - LONDON'S NEWEST RAILWAY? || LONDONHK helped export CCP's authoritarian corporate management worldwide **Elizabeth Line train depot – BBC London News Can Location Value Capture Pay for Transit? MTR Crossrail Class 345 departing London Liverpool Street Crossrail: Delivering the Elizabeth line Engineer Speaker Series / Engineering Principles of Designing in Precast Concrete Interview with Jay Walder, CEO of MTR Corporation** ~~What other cities can learn from Hong Kong's transport system~~ **Ambitious Crossrail project leans on steel to boost UK transport networks**

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Transforming travel in London. Company Profile. Careers

Home - MTR Elizabeth line

By TfL Press Office Transport for London (TfL) has today announced its intention to award the contract to operate Crossrail services to MTR Corporation (Crossrail) Limited (MTR). The £1.4 billion contract will be for eight years with an option to extend to ten years.

TfL announces MTR to run Crossrail services - Crossrail

On the 31 August 2018, Crossrail Ltd announced in August 2018 that more time was needed to complete the section through central

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London. Once the construction project is complete, this will mark the introduction of full Elizabeth line services through London. Excellence in customer service through 41 Elizabeth line stations

Company Profile - MTR Elizabeth line

MTR Crossrail (part of MTR Corporation Limited), is the new train operating company responsible for delivering train services on the Elizabeth line on behalf of Transport for London (TfL).

MTR Corporation (Crossrail) Limited | LinkedIn

People for MTR CORPORATION (CROSSRAIL) LIMITED

(08754715) Charges for MTR CORPORATION (CROSSRAIL)

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LIMITED (08754715) More for MTR CORPORATION
(CROSSRAIL) LIMITED (08754715) Registered office address
Providence House Providence Place, Islington, London, N1 0NT .
Company status Active Company type Private limited Company
Incorporated on 30 October 2013. Accounts. Next accounts made
up to 31 ...

MTR CORPORATION (CROSSRAIL) LIMITED - Overview (free

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MTR Corporation (Crossrail) Ltd was created as a new train
operating company and took control of the "metro" service between
Liverpool Street and Shenfield from the previous operator, Abellio
Greater Anglia, on 31 May 2015.

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TfL Rail - Wikipedia

MTR Corporation Limited is a majority state-owned Hong Kong company listed on the Hong Kong Exchange and the OTC Markets Pink Sheets, and a component of Hang Seng Index. The MTR Corporation runs Hong Kong's eponymous Mass Transit Railway (MTR), and is also a major property developer and landlord in Hong Kong.

MTR Corporation - Wikipedia

With more than 40,000 dedicated staff, MTR carries over 12.7 million passenger journeys worldwide every weekday in Hong

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Kong, the United Kingdom, Sweden, Australia, Macao and the Mainland of China. MTR strives to grow and connect communities for a better future. MTR Europe's head office is based in London – contact details

MTR Europe

Crossrail also provides a facility to identify postcodes located on the safeguarded route. All Crossrail related property (conveyancing) searches are carried out by Transport for London (TfL). For further information or to request a property search please contact the Transport for London Railway searches team.

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Contact - Crossrail

Business Overview,Railway,Properties,Projects,Consultancy,Tenders,Investor's Information,careers,Corporate news,publications,sustainability,MTR Malls,Freight Services ...

MTR > Home

LON33917762/1 (119070-0035) Page 1 Crossrail Train Operating Concession THIS AGREEMENT is dated 2014 BETWEEN (1) RAIL FOR ... 42-50 Victoria Street, London, SW1H 0TL (RfL) and registered number is 05965930; and (2) MTR CORPORATION (CROSSRAIL) LIMITED, whose registered office is at Providence House, Providence Place, Islington, London, N1 0NT and registered number is 08754715 (the Operator ...

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MTR CORPORATION (CROSSRAIL) LIMITED

MTR Elizabeth line (a subsidiary of MTR Corporation), is the new train operating company responsible for delivering train services on the Elizabeth line on behalf of Transport for London (TfL).

MTR Elizabeth line | LinkedIn

MTR Corporation (Crossrail) / Crossrail merger inquiry The CMA considered the award of the Crossrail concession to MTR Corporation (Crossrail) Limited. Published 15 January 2015 Last updated 28...

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MTR Corporation (Crossrail) / Crossrail merger inquiry ...

MTR CORPORATION (CROSSRAIL) LIMITED - Free company information from Companies House including registered office address, filing history, accounts, annual return, officers, charges, business activity

When a 35 mile stretch of the former Waverley route from Edinburgh to Carlisle reopened on 6 September 2015, it became the most significant reopening of any UK railway since the infamous Beeching Report , 'The reshaping of British Railways', was published in March 1963. In his report, Dr Riochard Beeching

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recommended sweeping closures of lines across the UK to improve the financial performance of British railways, which led to wholesale closures over the following decade and a reduction in the UK rail network from 18,000 miles in 1963, to some 11,000 miles a decade later. But since that low point was reached in the early 1970s a revolution has been taking place. Passenger traffic on the railways is now at its highest level since the 1940s and from Alloa to Aberdare, as well as from Mansfield to Maesteg, closed lines have reopened and the tide of Beeching closures has been gradually rolled back. Scores of stations have been reopened and on many of the newly revived lines, passenger traffic is far exceeding the forecasts used to support their reopening. In this comprehensive survey of new and reopened railways and stations across England, Scotland and Wales, Gareth David asks what it tells us about Dr

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Beeching's report, looking at how lines that were earmarked for closure in that report, but escaped the axe, have fared and reviews the host of further routes, which are either set to be reopened or are the focus of reopening campaigns.

Since it was established by Ove Arup in 1946, Arup has been the design, architectural and engineering genius behind many of the world's leading buildings and urban areas. The team has been pivotal in creating some of the world's best-known developments: from the groundbreaking Sydney Opera House to the unconventional Centre Pompidou in Paris and Crossrail, the largest construction project in Europe today. Beyond iconic buildings, Arup's influence is also in evidence behind the scenes. The hidden hand of the engineer has transformed many of our everyday

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experiences - often without us knowing. Arup has developed leading fire-safety systems in airports, cooling systems in museums to protect priceless artworks, and its experience with acoustics ensures every note is heard in the world's leading opera houses. The book focuses on some of the biggest global issues to arise over the past 70 years. They include the population explosion and subsequent increase in city living, as well as changes in transport patterns that have fuelled the construction of airports, roads, rail and bridges, and even the democratisation of sporting events. Looking at Arup's work under the lens of these world-shaping events, we show how this is a firm that has not just responded to a changing world, but has anticipated and led many of those changes. Arup takes its place in society seriously. Collaborations such as the partnership with C40 to tackle climate change are impacting the

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way future generations will live. Looking to the future, this is a firm that will continue on its mission to shape a better world.

Cities across the globe are looking to develop affordable, environmentally friendly, and socially responsible transportation solutions that can meet the accessibility needs of expanding metropolitan populations and support future economic and urban development. When appropriately planned and properly implemented as part of a larger public transportation network, urban rail systems can provide rapid mobility and vital access to city centers from surrounding districts. High-performing urban rail services, when carefully approached as development projects, can

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help enhance quality of life by giving citizens access to employment opportunities, essential services, urban amenities, and neighboring communities. The purpose of this Handbook is to synthesize and disseminate knowledge to inform the planning, implementation, and operations of urban rail projects with a view towards: --

Emphasizing the need for early studies and project planning; --
Making projects more sustainable (economically, socially, and environmentally); -- Improving socioeconomic returns and access to opportunities for users; -- Maximizing the value of private participation, where appropriate; and -- Building capacity within project implementing and managing institutions This Handbook provides experiential advice to tackle the technical, institutional, and financial challenges faced by decision makers considering urban rail projects. It brings together the expertise of World Bank

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staff and the input of numerous specialists to synthesize international 'good practices' and recommendations that are independent of commercial, financial political, or other interests. The material presented is intended as an honest-broker guide to maximize the impact and manage the challenges of urban rail systems in cities in both developed and developing countries. Rather than identify a single approach, this Handbook acknowledges the complexities and context necessary when approaching an urban rail development by helping to prepare decision makers to ask the right questions, consider the key issues, perform the necessary studies, apply adequate tools, and learn from international good practice all at the right time in the project development process.

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Surveys the systems, manufacturers and consultants within the global market. City by city, you can analyse and review both current operations and future plans. Provides traffic statistics, fleet lists and numbers in service. Provides contact details and background of approx. 1,500 manufacturers

The WEB of Transport Corridors in South Asia develops a holistic appraisal methodology to ensure that economic benefits of investments in transport corridors are amplified and more widely spread, and possible negative impacts such as congestion, environmental degradation, and other unintended consequences are minimized. It focuses on South Asia—not only as one of the world's most populous and poorest regions—but as a hinge between East Asia, Central Asia, the Middle East, and Europe. The book is aimed

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at politicians, technocrats, civil society organizations, and businesses. It presents case studies of past and recent corridor initiatives, provides rigorous analysis of the literature on the spatial impact of corridors, and offers assessments of corridor investment projects supported by international development organizations. A series of spotlights examines such issues as private sector co-investment; the impacts of corridors on small enterprises and women; and issues with implementing cross-border corridors. The 'WEB' in the title stands for both the wider economic benefits (WEB) that transport corridors are expected to generate and the complex web of transport corridors that has been proposed. The appraisal methodology introduced in this book shows how the web of interconnected elements around corridors can be disentangled and the most promising corridor proposals—the ones with the

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greatest wider economic benefits—can be selected.

The impetus for this review concerns questions about the tax arrangements of senior public sector appointees. Findings have revealed a lack of transparency around such tax arrangements, with over 2400 staff identified as off the regular payroll engagements who are employed by central government departments and their associated bodies. About 85% are engaged for longer than six months. Although such arrangements maybe appropriate, it is not absolutely clear to the employer whether a particular individual is paying the right amount of tax and National Insurance in relation to their role. To ensure future tax transparency in this regard, the review has set out a three pronged approach: (i) The most senior staff to be on the payroll; (ii) Employers to ensure that they have the

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right to seek assurance about the tax arrangements of long-term specialist contractors; (iii) Monitoring after one year, with sanctions applied to Government departments that have not complied with these recommendations.

Transit-oriented development (TOD) seeks to maximize access to mass transit and nonmotorized transportation with centrally located rail or bus stations surrounded by relatively high-density commercial and residential development. New Urbanists and smart growth proponents have embraced the concept and interest in TOD is growing, both in the United States and around the world. New Transit Town brings together leading experts in planning, transportation, and sustainable design—including Scott Bernstein, Peter Calthorpe, Jim Daisa, Sharon Feigon, Ellen Greenberg, David

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Hoyt, Dennis Leach, and Shelley Poticha—to examine the first generation of TOD projects and derive lessons for the next generation. It offers topic chapters that provide detailed discussion of key issues along with case studies that present an in-depth look at specific projects. Topics examined include: the history of projects and the appeal of this form of development a taxonomy of TOD projects appropriate for different contexts and scales the planning, policy and regulatory framework of "successful" projects obstacles to financing and strategies for overcoming those obstacles issues surrounding traffic and parking the roles of all the actors involved and the resources available to them performance measures that can be used to evaluate outcomes Case Studies include Arlington, Virginia (Roslyn-Ballston corridor); Dallas (Mockingbird Station and Addison Circle); historic transit-oriented neighborhoods in

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Chicago; Atlanta (Lindbergh Center and BellSouth); San Jose (Ohlone-Chynoweth); and San Diego (Barrio Logan). New Transit Town explores the key challenges to transit-oriented development, examines the lessons learned from the first generation of projects, and uses a systematic examination and analysis of a broad spectrum of projects to set standards for the next generation. It is a vital new source of information for anyone interested in urban and regional planning and development, including planners, developers, community groups, transit agency staff, and finance professionals.

This book is open access under a CC BY 4.0 license. This book provides a unique overview of the impacts of railways on biodiversity, integrating the existing knowledge on the ecological effects of railways on wildlife, identifying major knowledge gaps

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and research directions and presenting the emerging field of railway ecology. The book is divided into two major parts: Part one offers a general review of the major conceptual and theoretical principles of railway ecology. The chapters consider the impacts of railways on wildlife populations and concentrate on four major topics: mortality, barrier effects, species invasions and disturbances (ranging from noise to chemical pollution). Part two focuses on a number of case studies from Europe, Asia and North America written by an international group of experts.

Cities will continue to accommodate the automobile, but when cities are built around them, the quality of human and natural life declines. Current trends show great promise for future urban mobility systems that enable freedom and connection, but not

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dependence. We are experiencing the phenomenon of peak car use in many global cities at the same time that urban rail is thriving, central cities are revitalizing, and suburban sprawl is reversing. Walking and cycling are growing in many cities, along with ubiquitous bike sharing schemes, which have contributed to new investment and vitality in central cities including Melbourne, Seattle, Chicago, and New York. We are thus in a new era that has come much faster than global transportation experts Peter Newman and Jeffrey Kenworthy had predicted: the end of automobile dependence. In *The End of Automobile Dependence*, Newman and Kenworthy look at how we can accelerate a planning approach to designing urban environments that can function reliably and conveniently on alternative modes, with a refined and more civilized automobile playing a very much reduced and manageable

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role in urban transportation. The authors examine the rise and fall of automobile dependence using updated data on 44 global cities to better understand how to facilitate and guide cities to the most productive and sustainable outcomes. This is the final volume in a trilogy by Newman and Kenworthy on automobile dependence (*Cities and Automobile Dependence* in 1989 and *Sustainability and Cities: Overcoming Automobile Dependence* in 1999). Like all good trilogies this one shows the rise of an empire, in this case that of the automobile, the peak of its power, and the decline of that empire.

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