

NEWSFLASHES

Items for the 'Newsflashes' (and Tailpieces) section of Underground News may be sent to the Editor by post and also by E-Mail, to the following address: editorUN@lurs.org.uk

NF 68/18 – Work continues on removing the platform-based OPO monitors throughout the District Line, with Gunnersbury (both platforms) being completed on 15 October 2018.

NF 69/18 – Having completed the feasibility study for short-term improvements to address capacity issues at Stratford station, TfL are undertaking three new feasibility studies:

1. Introduce an additional northern ticket hall entrance during events at the London Stadium in the Queen Elizabeth Olympic Park.
2. Relocate the western ticket hall lift to improve passenger movement through the station.
3. Construct a new entrance on Jupp Road to provide better access from the west.

(Source – Investment Programme Report – Quarter 1, 2018/19).

NF 70/18 – LU are planning further 'Platform/Train Interface' improvements at Baker Street, where most passenger incidents occur. These include a trial of extended hours of public address announcements and improving the reliability of the blue under-platform lighting to warn passengers of the gap. Additionally, they have begun to explore the feasibility of introducing a longer-term solution to reduce the gap between the train and platform with a section of platform that extends and retracts to meet with the doors of a train (referred to as 'active-gap-fillers'). This is being investigated off-site. If feasible a non-operational trial could be conducted in 2020. This equipment was originally mentioned in connection with the DTUP lines, and is currently used overseas.

Weren't 'gap fillers' originally planned for the S Stock but cancelled because of cost? Ed.

(Source – Programmes and Investment Committee meeting, 11 October 2018).

NF 71/18 – A prototype ventilation duct was installed in 2009 Tube Stock car 12088 on Friday 19 October 2018. The new duct is expected to not only improve the air flow for passengers but also reduce the amount of cleaning required. The trial duct is fitted to the 'A'-end seat bay.

NF 72/18 – Further to the upgrade of South Kensington station to facilitate growing passenger numbers, work is planned to be carried out in three stages:

1. Construction of a new eastbound Circle and District Line platform, and enlarged ticket hall and lift shafts between these two levels for future step-free access
2. Piccadilly Line trains will be non-stopping for approximately 12 months while the escalators are replaced and a new station entrance is built in Thurloe Street. Step-free access between the Circle and District Line platforms, ticket hall, and street and museum subway will then be introduced.
3. Subject to funding, step-free access between the ticket hall and Piccadilly Line will be introduced, plus an improved station operations room.

Work on building the new eastbound Circle and District Line platform is due to start in early 2019 and will use the site of the disused eastbound line platform and former track bed. The present disused platform will be demolished beforehand. A hoarding will be erected next to the eastbound track prior to demolition, and will remain in place while most of the new platform is built.

NF 73/18 – New MIP lifts at Newbury Park were commissioned for service on Thursday evening 1 November 2018.

NF 74/18 – The former 'light box' train indicators have been removed from both platforms at Upton Park.