

# STATION REFURBISHMENT SUMMARY

The previous report was published in the July 2007 issue of *Underground News* (pages 370-384) which was just before the 'collapse' of Metronet later in the month on 18 July. Since then the refurbishment of some of their stations has been completed but work at others has slowed down and at others has even stopped.

More recently, it was reported that in recognising the severity of the situation, stations not yet completed will be finished "as soon as possible", while those at the advanced planning stage will most likely continue.

However, the rest of the planned programme will be deferred – for the time being at least. This means that stations like Upney and Hammersmith (H&C) which were scheduled for completion in 2006 (according to Metronet's website in early-2007) will most likely fall into the 'deferred' category although the latter will need to be rebuilt for seven-car S Stock trains.

This latest survey was undertaken in February 2008.

## STATIONS 'COMPLETED' IN 2007

### TUBE LINES

Angel	Hendon Central
Arsenal	Hounslow Central
Belsize Park	Mill Hill East
Bounds Green	Morden
Cockfosters	Mornington
Colindale	Crescent
East Finchley	North Ealing
Finchley Road	Oakwood
Hampstead	Totteridge
	Wembley Park

### METRONET

Bethnal Green	Northwood Hills
Bond Street	Piccadilly Circus
Debden	Regent's Park
East Acton	Snaresbrook
Elephant & Castle	South Woodford
Epping	Watford
Fairlop	Woodford
Great Portland Street	
Lancaster Gate	

## STATIONS SO FAR 'COMPLETED' IN 2008

### TUBE LINES

Brent Cross  
Woodside Park

### METRONET

Preston Road

Abbreviations used throughout these notes:

PA Public address. MIP Lifts Lifts for Mobility Impaired People.

*Photos throughout these notes – Brian Hardy (unless stated otherwise).*

## METRONET BCV

### (BAKERLOO, CENTRAL AND VICTORIA LINES)

**ELEPHANT & CASTLE** and **PICCADILLY CIRCUS** are now finished, although the latter has an 'incomplete' air about it as there are still random ceiling panels missing, especially around the circular ticket hall.

**OXFORD CIRCUS** – With the Central Line being completed some time ago, work continues in the passageways with good progress being made with the installation of the large white tiles and new lighting. Because of the complexity of the station layout, some subways are more advanced than others. Although work seems to be continuing, the original hoped-for finishing date of March 2008 will most probably be missed.

Southbound Bakerloo – New public address speakers, ceiling panels (some still to be installed) and 'hollow' station name roundels and tactile strips are in place. Help points are in situ (are these new ones or the existing ones?) but the new lighting has yet to be switched on.

Southbound Victoria – The platform walls have been finished in smooth cement but opposite the tunnel wall tiles have been removed but was in as 'hacked off' condition, Many of the new ceiling panels have yet to be installed but the new lighting is in use. There are no tactile strips as yet. It is reported that the original tiled motifs are to be reinstated in seat recesses but the new tiles will be white instead of the former pale grey.

Northbound Bakerloo – This platform is more advanced than the southbound and must be approaching completion, being in the same style as the Central Line platforms. The trackside walls also look smart in their cream paint with black surrounds, marking out advertisement spaces.

Northbound Victoria – Here, the 1986 replacement panels have been retained because the northbound platform was substantially rebuilt following the fire in 1985. It will stay very similar apart from new PA and the necessary associated recabling. Not all of the ceiling panels have been installed and there are no tactile strips yet.



**REGENT'S PARK** – This station is now finished with the remainder of the work done after the station reopened. This included re-fitting the 'heritage' wooden panelling surrounds to the upper lift landings and bottle green tiles applied to the subway walls between the street level stairs and ticket hall.

The 1906 tiling has been replicated on the main part of the station platforms but at the 'extension' ends of the platforms and in the subways the finish shows a miss-match of old and new tiles because of partial spot retiling rather than complete replacement.

At street level (*left*) two new roundels have replaced the previous ones and are seen on 3 October 2007.

**MAIDA VALE** – Since the early evening closures ended at the end of September 2007, progress has been slow. However, most of the platforms have been re-tiled in 'heritage' style with two-tone green borders. Just one fully lined station name bullseye was seen in position on 19 February 2007.

Looking especially smart is the northbound tunnel wall opposite the platform which has been painted pale cream and green. The new lighting on the platform is in use and tactile strips have been laid. Newly installed Help Points are currently covered over in blue canvas.

In the escalator shaft new lighting has been provided but the previous PA equipment still seems to be in use. Up in the ticket hall, there remains much re-tiling to be done while at street level the mosaic UNDERGROUND signs remain. The station exterior is still shrouded in scaffolding.

**LOUGHTON** – The only outstanding issue here appears to be with the platform surface. Currently paving is being laid to replace the previous tarmac finish.

**HAINAULT** – Since the last report, much progress has been made, although there is still a lot of work to be done. It appears that the new PA and Help Points are working. New lighting is in use and the platforms each have tactile strips. Some stanchions on the island platform 2/3 are still ‘boxed in’. New dot matrix train indicators have been installed but are still wrapped in plastic – the previous ones continue in use. The station entrance is now devoid of scaffolding, although tiling work continues in the ticket hall, subways and stairwells.

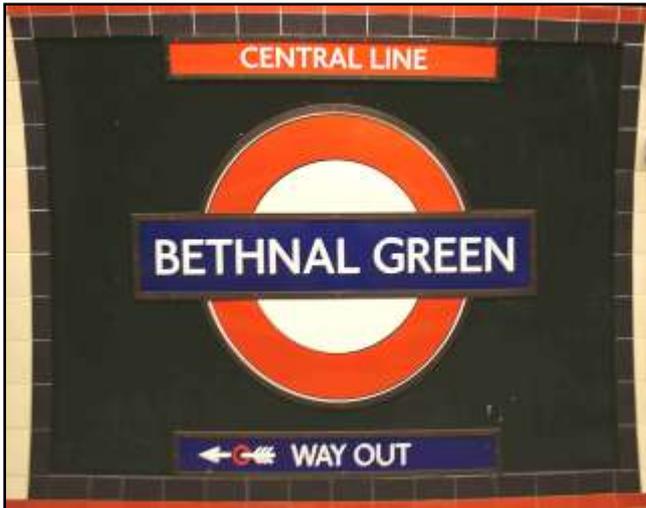


It is pleasing to see that the ‘heritage’ feature of the station name and advertisement display has been replicated (*left*). At the far ‘north’ end of each platform there are still hoardings in place, primarily to do with the installation of MIP lifts. The photo (*below*) shows the partly-completed lift tower for platform No.1 from street level.



**FAIRLOP** – Work here is at last complete, with the outstanding issue with the waiting room on the inner rail platform now apparently resolved. The waiting room was certainly available to the public on 19 February 2008.

**WANSTEAD** – Although being retiled in the original style (but certainly not with the same care as the original!), the eastbound platform facing wall, which was retiled some years ago (in cream with red stripes at the top and bottom), appears likely to be left that way, whereas the westbound platform facing wall has been retiled in the original style. The work has been suspended for several months but when it is eventually complete it will look like a job half done. The only sections of original tiling left are at the far eastern ends of both platforms with any broken tiles replaced, but again, it currently looks a bit half-hearted.



**BETHNAL GREEN** – Although now complete, the finish is a mix old and new tiling. The seating recesses have been infilled – presumably for ‘security’ and one platform station name bullseye (left) sits in a black background (why?). Some of the Stabler motif tiles are damaged originals and others poor replicas, whilst ordinary plain tiles vary in colour and are unevenly laid. The ‘bullseye’ clock(s) have not been reinstated – in the bin, on ebay or being restored? The only clocks on the platforms are the digital clocks under the train indicators.

**Photo: Kim Rennie**





**MILE END** – By 1 September 2007, all of the platform tiling at Mile End had been stripped off with the stanchions boxed in (*above*). Large square beige tiles have started to be applied directly over the old tiling on the staircase walls although this seems at a standstill with many spaces left to fill. New lighting on all four platforms is in use. In the ticket hall, all of the false ceiling panels have been removed. Work seems to have come to a halt with no changes or progress noted for some time. Note the spelling of Upminster Bridge (*left*).

Note that on the station exterior above the station name there is a “London Transport” bullseye rather than “Underground” (*below*). These are rather rare at Underground stations and that at Queensbury on the Jubilee Line has recently been removed.



**ST. PAUL'S** – Progress here is either rather slow, or has stopped altogether. Temporary lighting is in use, the previous lighting at the top centre of the ceilings having been removed. No Help Points are in evidence yet.

**HOLBORN** – This is another station where work seems to have slowed down. On the Central Line platforms cabling work remains outstanding. New PA speakers are being installed, although the previous “tin-can-shape” speakers remain. The platform panelling installed a few years ago as part of a previous refurbishment is being retained.

On the Piccadilly Line the situation is similar, with the panelled murals being retained. New Help Points have been installed but are not yet in use. On the westbound platform tunnel wall, new advertisement spaces have been marked out but the bottom of the previous advertisement spaces remain, making the finished product look untidy and incomplete. Maybe this will be rectified? In the Piccadilly Line escalator shaft, new suspended fluorescent lighting is in use, but many ceiling panels remain outstanding to be refitted.

In the main escalator shaft (between the middle circulating area and ticket hall) much of the panelling above the escalator has been removed although new suspended fluorescent lighting is in use.

In the ticket hall the false ceiling panels have been removed and temporary lighting (in wire cages) is in use. The High Holborn passageway has received large white tiles with dark grey edging. The exterior of the station is now scaffolding and portacabin free.

**NOTTING HILL GATE** – Work is underway in reinstating the escalator shaft panelling but this is not part of a (future) general station modernisation programme. Indeed, the Central Line platforms are rather dim and dismal, even compared to some non-refurbished stations!

**SHEPHERD'S BUSH** – What was effectively a 'surprise' closure (announced just six weeks before it happened) the hoardings outside suggest a new station building at street level (below right). The original station building is seen (lower left) on 24 January 2008. The station was closed at the end of traffic on Friday 1 February 2008, but actually in the early hours of Saturday 2 February.



Since closure, most of the station name signs have been removed along with (on the eastbound) most of the adverts on the platform walls. At the east end, Herras fencing panels have been erected where the station tunnel opens out into one – but narrows!

**WHITE CITY** – The hoarding in the ticket hall at White City proclaims that the work will include “the restoration of all heritage features”. One wonders if that will include the combined train ‘arrow’ train indicators and line diagrams? Scaffolding remains around the station canopies, but the platform brickwork has been cleaned and tactile strips have been laid. No new PA, Help Points or lighting has yet appeared. In the ticket hall there is much scaffolding covering the ceiling and blue hoardings in place.

**HANGER LANE** – Although not part of a refurbishment project, work on repairing the ceiling of the subway between the ticket hall and top of the stairs leading to the platforms has been completed and all that is needed now is a good coat of paint and removal of the temporary lighting.

**PERIVALE** – Work began here around the time Metronet went into receivership and by early-September, hoardings had gone up on the platform and just west of the station. The station car park had also been closed to become a designated worksite. The current poster suggests the car park is closed until mid-June 2008.

Up at platform level the new CCTV cameras and PA speakers have been installed but remain covered in black plastic. No help points have been installed although the framework for one of them is in place in the waiting room.

It is difficult to understand what is happening to the tiles in the stairs subway. The majority look in reasonable condition, but many are marked with an ‘x’ in one corner. Are these to be replaced or have they been already?

Part of the station entrance is covered with scaffolding and blue hoardings.

**RUISLIP GARDENS** – The builders had arrived here by the end of June 2007 and the situation is similar to that at Perivale. Some PA speakers are covered in plastic while others are in place but not connected up. Some Help Point ‘stands’ are in place but those at platform level are outstanding installation. This station is one of the anomalies where the platforms are numbered opposite to the normal standard – i.e. No.2 (westbound) and No.1 (eastbound). There are, of course, others, but none at the west end of the Central or other neighbouring lines.



**BRIXTON** – The main part of the escalator shaft has received new panelling, but at the top station area little progress has been made with temporary lighting and a mix of some (old) tiling and no tiling. The lower escalator landing walls leading to the platforms is a mix of the walls being rough finish where the tiles have been removed and smooth finish where it has been cemented over. On the platforms the tiles have been removed to reveal a brick finish and the framework for future new panelling is being erected. The original lighting remains in situ.



**WARREN STREET** – This appears to be one of the stations where work has slowed down or stopped. On the Northern Line platforms, the exposed cables have been secured up in wire ‘cages’ but nothing else has been done. The passageways have been partly retiled in Leslie Green style but are by no means complete. The top of the passageway to the northbound Northern Line still awaits its tiles. By the end of September at the mid-level concourse it was noted that square grey tiles were being replaced with square beige tiles, which is still not complete. No work has yet started on the Victoria Line platforms.

The photograph (*previous page, lower*) shows the exposed cabling secured in a wire cage and also the original station name.

**VICTORIA** – The fact that some of the panelling on the Victoria Line platforms and most of the panelling in both escalator shafts has been removed is due to the “cooling the tube” project. However, work has also started in the Victoria Line ticket hall in the station upgrade (see *Underground News* No.553, pages 53-57 and No.554, page 126).

**WALTHAMSTOW CENTRAL** – Work really got underway here in the summer of 2007. Initial work saw some tiles removed at south end of northbound platform and work above frieze level began. In the ticket hall and escalator shaft and subways, the false ceiling panels were removed and wire mesh installed. Metronet blue hoardings and a compound was established outside the station on the ‘up’ side – i.e. the non-bus station side.



By early October, work was progressing on the tunnel connecting the ticket hall to the bus station on the other side of Selborne Road. The ticket office was bricked up for sometime. Later, that wall was replaced by the blue hoardings, forcing the access gate to be moved to the other side of the ticket barriers. The new subway, seen from the bus station, opened to the public on 19 November 2007. The new lift hasn't been completed and is currently barred off at the lower level and hoarded off in the bus station as seen on the left of the stairs.

Between 07.00 and 18.00 a poster advertises a 'porter' service, to assist passengers with their luggage up to the bus station as the lift is not in service.

As at mid-February at the lower level, the passageway from the escalators to the platforms had been re-tiled in large white tiles, in the same style as the passageways at Oxford Circus. Also as at Oxford Circus, the tiles on the curved sections of the subways are still the same height but much narrower.

It appears that on the platforms only tiles that need replacing will be so treated. Although tactile strips have been fitted to the platform edges, the previous lighting (fluorescent tubes in an inverted 'tray') remains unchanged and the tin-can-shaped PA speakers remain.

## **TUBELINES JNP (JUBILEE, NORTHERN AND PICCADILLY LINES)**



**STANMORE** – The refurbishment of the station has yet to start in earnest but work on the third platform is progressing apace. The photo (*opposite, top*) looks south from the end of the line on 22 February 2008 with what is thought to be the first (engineers) train to use the new platform. Track now continues up to the buffers and current rail is being installed. Passenger access to the third platform will be behind the buffers of the new platform and the existing platform No.1 (*left*) and for obvious reasons there is a substantial overrun.

**Photo opposite: Richard Griffin**



Because of the number of weekend closures of the Stanmore branch, refurbishment work has begun at **CANONS PARK**, **QUEENSBURY** and **KINGSBURY**, although this had amounted so far to a preliminary cleaning up of the advertisement site walls and (at Queensbury) the removal of the paintwork on the ceilings of the subway.

**DOLLIS HILL** – Refurbishment work is at an advanced stage. The platforms are approaching completion with new PA and Help Points commissioned, cleaned brickwork, tactile strips laid and newly varnished platform seats.



A small amount of cabling remains outstanding under the canopy. Underneath the canopy there are brackets in the shape of LT roundels (*left*). These were put up in the 1990s in the LRT-era to support hanging flower baskets that Group Station Managers were keen to introduce as part of local ambiance initiatives. However, in more recent times they seem to have fallen out of use. In the ticket hall, however, there is more to be done.

**WILLESDEN GREEN** – On the platforms new PA and Help Points have been installed, although the latter are not yet working. The ironwork under the canopies is being repainted although cabling work remains to be completed. On the northbound Metropolitan Line platform the brickwork has been cleaned. Interestingly, there are four brackets that have been repainted black for the long since removed fire buckets. Little if any work has been done to the station frontage and in the ticket hall.

**FINCHLEY ROAD** – Although this station was considered to be completed in December 2007, only the northbound Jubilee Line platform has tactile strips, that being a recent installation. The previous station lighting is unchanged.



**BRENT CROSS** – This station has been announced as completed, and to all intents and purposes the main station and platforms are. The only item outstanding is the footpath refurbishment outside the north entrance to the station which is expected to remain closed until August 2008. Note the unusual arrangement of the handrails (*left*) which form a divider between the two access stairs.

**GOLDERS GREEN** and **HENDON CENTRAL** – Hoardings are in place at both stations for the future installation of MIP lifts.



**WEST FINCHLEY** – There is nothing to report at the moment at this station, apart from the fact that tactile strips have been fitted.

**FINCHLEY CENTRAL** – The station refurbishment is almost complete, with one Help Point stand on the northbound island awaiting its proper fittings (*left*). Other work includes the installation of MIP lifts and to that end the ‘tower’ is taking shape on the northbound platform seen to the right of the train. Work has recently begun on providing an MIP lift for southbound platform access although this is in a less advanced state.

**HIGHGATE** – The station car park closed on 28 May 2007 and work has progressed so that most of the platforms have received like-for-like ‘heritage’ tiling. For the time being temporary station name roundels on a white sheet have been affixed to them. The tiles at frieze level so far do not include the station name unlike their predecessors. New platform lighting is in use and the previous light fittings are being removed. The tunnel ceilings leave much to be desired but they will probably receive attention once the old lighting has been removed. The trackside walls also have the new tiling with the miniature lined station name bullseyes retained.

**CAMDEN TOWN** – It seems that the redevelopment and congestion relief at Camden Town is far off as ever because work is progressing at the existing station. At platform level cabling work is under way with the new PA speakers as yet unwrapped. New platform lighting is being installed but is not yet in use. The publicity for the work states that existing tiles are being restored and damaged ones replaced and new station lighting is promised. The platforms and subways at the south end are to remain in Leslie Green style (although a rather inaccurate imitation) whereas the 1924 subways leading to the middle of the platforms are being retiled in that era – there are thus two tile patterns on the station. The entrances to both sides of the station are surrounded in scaffolding.

**OLD STREET** – Work officially started here on 16 April 2007 and all the usual features of station refurbishment are being applied. However, the acoustic panels over the ceiling are being kept. The subway to the former GN&C platforms (First Capital Connect) are being repainted, although the work excludes the FCC part of the station.

**EUSTON** – The refurbishment of the Charing Cross branch platforms were started first which were perhaps the less complicated as the panels installed a few years ago are being retained. New PA speakers have been fitted as have new Help

Points, the latter not yet in use. A considerable number of the white enamel panels remain to be refitted.

On the northbound Victoria and Northern Line (City branch) platforms new PA speakers have been fitted but the Help Points are not in use. New lighting has been installed but is not yet in use. The illuminated station name signs, a Victoria Line 'fashion', still remain in use.

A similar situation may be reported for the southbound Victoria and Northern Line (City branch) but some of the grey tiles have been removed.

In the subways there has been much like-for-like re-tiling activity.

In the LU ticket hall, the entry gateline has been moved. The gates are now much closer to the top of the descending escalators, and in two banks. The old line of gates has been replaced by glass panels. This helps reduce the conflicting passenger movements within the rather cramped ticket hall. The shop unit beside the exit gateline has been closed and is currently surrounded by hoardings. Perhaps this is being used to expand the exit gateline?

**LEICESTER SQUARE** – Refurbishment work began here in June 2007. It seems that the existing platform panelling and tile schemes will be retained on both Northern and Piccadilly Line platforms. Cabling work is progressing on all platforms and new lighting is being installed. The ticket hall is also a mass of overhead cabling with temporary lighting in use.

**SOUTHGATE** – Work officially began on 13 August 2007 and progress appears to have been swift. As at mid-February 2008 much of the new 'heritage' tiling was in place (biscuit-coloured with orange borders), Help Points and new PA installed (although to be commissioned). It seems that the existing platform lighting is being retained, in itself quite bright.

The escalator shaft ceiling has been repainted and the uplighters remain in situ. Work continues in the ticket hall and although the exterior is almost complete, scaffolding remains over the canopies.

**HOLLOWAY ROAD** – A belated refurbishment started in July 2007 – the original plan (according to the Tube Lines website) was for the station to be finished by January 2006! However, at platform level new PA and Help Points are in use and platform edges have tactile strips. The vault has been repainted white and the ironwork and cable covers on the trackside walls painted green. The existing lighting is unchanged and the existing Leslie Green tiles remain unchanged as they are in good condition.

*Despite Holloway Road being close to the new Emirates Stadium, its restricted capacity means that the station closes during forward and return traffic. The former second access, disused for many years (and probably before the Second World War) would take a lot of work to make it available again, not only because of reopening long-disused passageways, but because the existing lifts have doors on one side of each car only and a complete lift replacement would probably be the only option. Whether this was the reason for the delay in starting the station refurbishment is not known.*

**GREEN PARK** – Work was scheduled to start here in late-January 2008. Apart from the usual new CCTV cameras, more Help Points, a new PA system, plus electronic information displays in the ticket hall and on all platforms there will also be new lighting installed in the ticket hall and on the Piccadilly and Victoria Line platforms,

along with tactile strips on platforms and stairs, plus contrasting handrails for the partially sighted. The work is expected to be completed in June 2009.

**ACTON TOWN** – Work has at last re-started here. In Metro’s “Metrotravel” on Tuesday 17 July 2007 it read “Acton Town refurbishment. Work is due to start shortly .... to provide step-free access .... and a number of general refurbishments will take place”. Perhaps the text should have referred to a ‘re-start’ of refurbishment work, as this has been on-going for well over a year. The current estimate for completion in this report is late-2008, the previous estimate having been June 2007.

From 10 December 2007 the stairs at the far west end of the westbound platform were closed. They are to be ‘moved’ approximately 20ft east of the current location and made narrower, so that an MIP lift can be inserted behind them. This will rise into the space vacated by the stairs. A similar operation is planned for the eastbound stairs, which are expected to be closed soon.

## **METRONET SSL INFRACO**

### **(METROPOLITAN, HAMMERSMITH & CITY AND DISTRICT LINES)**

**NORTHWOOD** – The main station building at street level and the stairways are still surrounded in scaffolding. The platform level appears to be complete with new Help Points in and working. The platform lighting remains unchanged.

**PINNER** – Although much refurbishment work is complete, there still remains some work outstanding. Work seems to have slowed considerably on the installation of the MIP lifts. They were originally scheduled for October 2007 but as of 14 February 2008, they were far from ready.

**UXBRIDGE** – What has seemed to be one of the longest drawn out refurbishment projects to date, work is reported to have resumed on the station train shed roof. However, progress is slow that there is very little to report. The under-cover platform area and ticket hall is still overshadowed by scaffolding. On a more positive note, the exterior brickwork looks clean and smart having been completed before all the problems set in!

**KING’S CROSS** – Much of the work at King’s Cross goes on behind the scenes, especially with the construction of the new Northern ticket hall, which has affected the north end of the Northern Line platforms and the east end of the Piccadilly Line platforms, which necessarily look like building sites. The ceiling of the Piccadilly Line escalator shaft has been removed revealing a mix of concrete and iron tunnel segments.

On the Victoria Line platforms the original light grey tiles (of 1968) are in the process of being removed.

**CHISWICK PARK** – There is nothing of significance to note here since the previous report.

**EARL’S COURT** – Work continues on the District Line’s overall roof and the roof of the east (Earl’s Court Road) end ticket hall. At platform level, the 1908 District Railway describers on all platforms were switched off by Monday 24 December 2007 prior to their removal for refurbishment. It has been suggested that the refurbishment of the Piccadilly Line platforms might have been deferred.

**GLOUCESTER ROAD** – New train indicators have been provided on all SSL platforms although the arrow indicator is still in position and working (apart from “Ealing Broadway” – it is assumed that the bulbs have blown). The indicator on

platform No.2 (outer rail Circle Line) unusually displays “Circle via .....” instead of “Circle **Line** via ....”.

First thoughts are that the station may have been finished but there are several false ceiling panels missing on platforms 2 and 3. The Piccadilly Line platforms give the appearance of being ‘make do and mend’ with the existing station lighting sufficing. Outside the front of the station, the Piccadilly Line station building is still covered in scaffolding.

**TOWER HILL** – Much of the new platform tiling is in place (white with crown edges and borders), apart from frieze level and above, where the original paper friezes remain on display. Tactile strips have been installed, and new lighting, PA and Help Points are in use. Some of the new false ceiling panels have been fitted. The trackside wall on the westbound has been stripped and cemented presumably ready for repainting.

**ALDGATE EAST** – This has been one of the more ‘painful’ stations as it was expected that this would have been the first of Metronet’s refurbished stations under the PPP process. However, that didn’t happen and the work was deferred. Once work started the heritage tiles were soon removed and the platforms remained devoid of its tiles for many months. A trial section was then done at the east end of the eastbound platform, which was also to remain unchanged for many months. Now in mid-February, work has recently commenced on the eastbound platform in applying new tiles in ‘heritage’ style. However, only a small section has been completed so far with the walls remaining in cemented finish. The platforms have temporary lighting and cabling work is taking place in newly-installed metal troughs at ceiling level.

With the east-end entrance to the station being closed for refurbishment, on 6 August 2007 it was noted that one poster suggested reopening in ‘July’ (2007) and another close-by stated ‘October 2007’. Given the nature of the delays here, it wasn’t surprising to see the entrance still closed on 19 February 2008!

**BROMLEY-BY-BOW** – This is another location where progress has been painfully slow. The blue hoardings have been removed from the platforms indicating that work has been completed but there is a mix of temporary and new lighting, old and new PA speakers. Platform brickwork seems to have been cleaned up.

**ELM PARK** – Work here seems to be almost complete, with March 2008 being a fair estimate at this stage. The colour scheme here is a deep red and cream on the stanchions.

**UPMINSTER BRIDGE** – The main colour scheme at this station is a deep red without any other colour relief. Cabling work is still taking place and the new Help Points are in place but covered over. There is still one blue-hoarding compound at the west end of the platform but all other hoardings have been removed. Much remains outstanding to be done.

## **MISCELLANEOUS WORK**

**GOLDHAWK ROAD** and **LATIMER ROAD** – The blue hoardings at both stations protecting unsafe walls remains in situ and is likely to remain so with refurbishment now in the distant future.

**EALING BROADWAY** – Work on the overall roof spanning platforms 8 and 9 at Ealing Broadway was completed by late summer 2007.

**EDGWARE ROAD (H&C)** – Repairs to the station roof here were expected to be completed in March 2008.

**STRATFORD** – Although not part of any station refurbishment project, Stratford is undergoing transformation in time for the Olympics in 2012. At the east end of the eastbound Central Line, a blue hoarding has been in place for a few months, indicating perhaps that an MIP lift will be installed here. At the east end of the westbound Central Line, the long-closed lift access to the old ticket hall has been cleared of undergrowth, suggesting that a lift will be reinstated here, which will connect with the former ticket hall which is to be reopened as part of the station's enlargement.

On the south side of the westbound Central Line track, work is proceeding on clearing the area needed to build a second westbound Central Line platform, which could enable a one-way flow of passengers when completed – unless there will be a free-for-all on both sides!