

# LONDON'S NEWEST RAILWAY

## THE ELIZABETH LINE OPENS – *ADDENDUM*

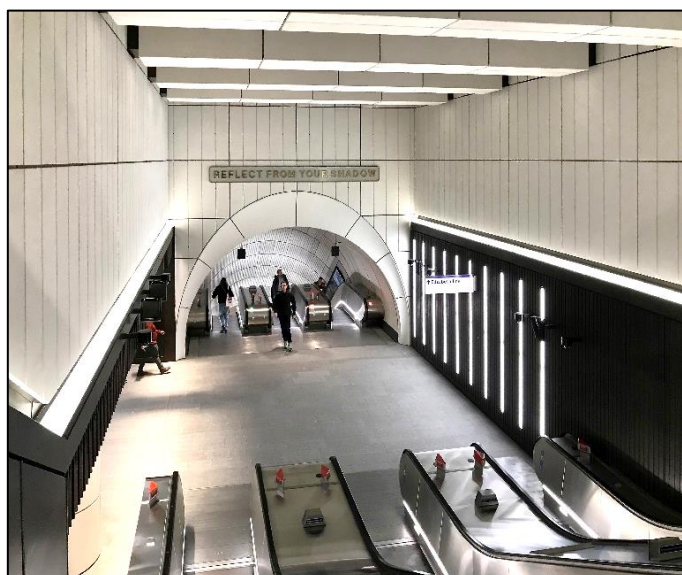
by Kim Rennie

### INTRODUCTION

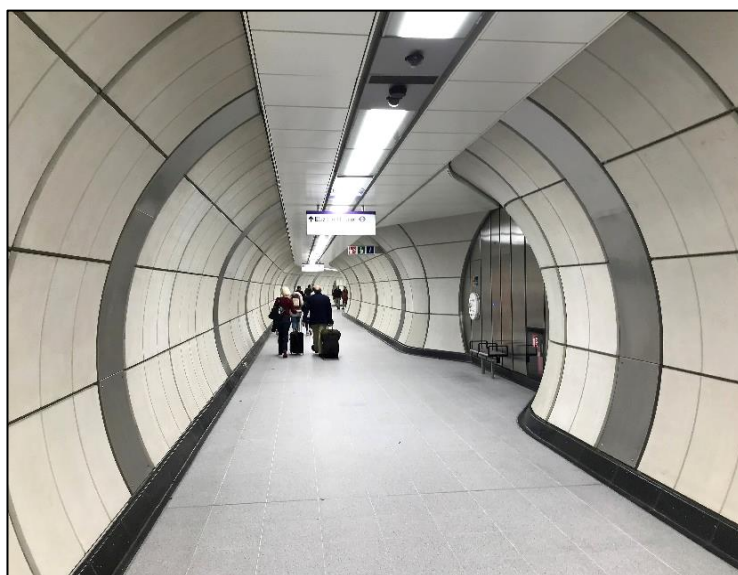
A further piece of the Crossrail jigsaw was completed on 24 October 2022 with the much-delayed opening of the Elizabeth Line station at Bond Street.

### BOND STREET

Bond Street is a double-ended station with entrances at the existing LU Bond Street ticket hall, and at new Elizabeth Line surface buildings in Hanover Square and Davies Street. At the former, three new very long (60m) escalators and a lift lead from the Eastern Ticket Hall to the east end of the Elizabeth Line platforms. At the new Davies Street entrance, three new escalators connect the Western Ticket Hall to an interchange level. From there, a new sinuous Interchange Link corridor joins with Bond Street LU station and emerges at the concourse between the bottom of existing escalators 1 & 2 and top of existing escalators 3, 4 & 5. The interchange level is also served by three further new escalators to and from the west end of the Elizabeth Line platforms. Another new lift operates between the Western Ticket Hall and Elizabeth Line platforms and calls intermediately at the Interchange Link.



**Above:** The Davies Street entrance with escalators Nos. 16, 15 & 14 nearest the camera and escalators Nos. 19, 18 & 17 in the background. Out of sight on the left is the Interchange Link to the LU station. Also visible is the Time Line artwork.



**Above:** The Interchange Link subway connects the Elizabeth Line and LU stations. This is the view looking south. Note that, as at Paddington, seats are provided mid-way for weary passengers!

The Eastern (Hanover Square) Ticket Hall is the smaller of the two and sits under a new-build development on the north-west corner of the square but is only open to light on two sides. Internal décor is mainly of unpainted concrete, Portland stone and white glass. There are bronze grille entrance doors along the east and north sides, plus bronze acoustic panels designed to reduce noise. The exterior is finished in off-white cladding and carries a single projecting wall-mounted 'silhouette' Elizabeth Line roundel and a purple name fascia. Regent Street can be seen from the entrance and the station is now an Out-of-Station Interchange (OSI) with Oxford Circus.

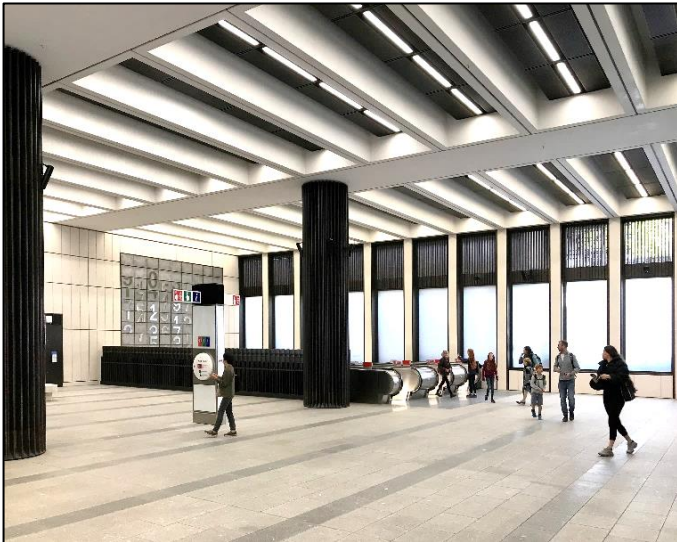


**Above:** Hanover Square entrance is open on two sides. This is the north elevation, with the bronze doors seen in the open position.



**Above:** The top landing of the 60m long escalators Nos. 13, 12 & 11 at Hanover Square.

The Western (Davies Street) Ticket Hall is also below a new commercial development and is open to natural light on three sides. The street entrance is a little to the south of the LU Davies Street entrance (the one giving access via the West One Shopping Centre). Finishes include red sandstone and bronze. There is a sculptured bronze ceiling fitted with acoustic panels designed to absorb noise and supported by circular black fluted columns. There are tall bronze grille doors that fold shut to close the station at night. The exterior is clad in terracotta pink panels and carries two projecting wall-mounted 'silhouette' Elizabeth Line roundels and a purple name fascia. At the time of writing, some exterior work had yet to be completed and the premises remained scaffolded. The new ticketing equipment and gateline staffing at both new entrances is provided by LU.



**Above:** Fluted black columns support the roof of the Davies Street Western Ticket Hall. The artwork Horizon Line can be seen above escalators Nos. 16, 15 & 14.



**Above:** The Interchange Passage leading off from the intermediate level concourse between escalators Nos. 14, 15 & 16 and 17, 18 & 19, and looking towards the LU station.

The platforms and associated cross-passages are of the 'Tube' design now familiar at other locations, with curved ceilings and walls clad in concrete panels. At 255m each, they are the longest on the Central Operating Section. The platforms are linked by a mid-way cross-passage, whilst at each end there are a pair of cross-passages that connect with a short central corridor which parallels the platforms and leads to the escalators. Separate corridors at the extreme east and west platform ends give access to the new lifts. Platform lighting is by continuous strip above the Platform Screen Doors. Corridors are lit by uplighter columns which carry wayfinding information. Platform roundels are of the glass 'panel' type. Line diagrams show through westbound services towards Reading and Heathrow, and eastbound to Shenfield, though these were not due to begin until 6 November 2022.





**Above:** Westbound platform B looking west towards the Davies Street exit. Unlike at other stations, signage points to the 'Underground' rather than individual LU lines.



**Above:** One of the two short corridors that link the escalators and platforms at each end of the station. This is the Hanover Square end looking west. Note the deliberate different lighting ambience compared to that on the platforms.

Three artworks by British artist Darren Almond have been permanently installed in as part of the 'Art programme of the Elizabeth Line'. The artworks, *Horizon Line*, *Shadow Line*, and *Time Line* are cast in bronze or aluminium in the same style as the nameplates that used to adorn railway locomotives and were made by a heritage sign company that provides replica plates for preserved railways. *Horizon Line* is a grid of 144 hand-polished tiles bearing fragmented numerals, *Shadow Line* is a series of four separate nameplates reading FROM - UNDER - THE - GLACIER, and *Time Line* consists of a single plate lettered REFLECT FROM YOUR SHADOW. The three works were co-funded by Selfridges and the City of London Corporation.

### TICKETING EQUIPMENT

<b>Western (Davies Street) ticket hall</b>		
<b>Equipment</b>	<b>Amount</b>	<b>Device Nos.</b>
Touchscreen ticket vending machine	3	35 – 37
Slimline reversable electric E2 gate	7	81 – 87
Wide aisle gate	2	80 / 88

<b>Eastern (Hanover Square) ticket hall</b>		
<b>Equipment</b>	<b>Amount</b>	<b>Device Nos.</b>
Touchscreen ticket vending machine	3	32 – 34
Slimline reversable electric E2 gate	8	71 – 78
Wide aisle gate	2	70 / 79

### LIFTS AND ESCALATORS

<b>Asset</b>	<b>Make</b>	<b>Between</b>
Lift No. ? (Lift E)	Kone	Western Ticket Hall and Interchange Passage and Elizabeth Line platforms
Lift No. ? (Lift F)	Kone	Eastern Ticket Hall and Elizabeth Line platforms

The two new lifts have been numbered 5 and 7 but (as yet) do not bear their numbers.

Two firefighters/evacuation lifts were also commissioned on this date and they are lift Nos. 6 and 8.

<b>Asset</b>	<b>Make</b>	<b>Between</b>
Escalator No.11	Otis 520 G	Eastern Ticket Hall and Elizabeth Line platforms
Escalator No.12	Otis 520 G	Eastern Ticket Hall and Elizabeth Line platforms
Escalator No.13	Otis 520 G	Eastern Ticket Hall and Elizabeth Line platforms
Escalator No.14	Otis 520 D	Western Ticket Hall and Interchange Passage

Escalator No.15	Otis 520 D	Western Ticket Hall and Interchange Passage
Escalator No.16	Otis 520 D	Western Ticket Hall and Interchange Passage
Escalator No.17	Otis 520 A	Interchange Passage and Elizabeth Line platforms
Escalator No.18	Otis 520 A	Interchange Passage and Elizabeth Line platforms
Escalator No.19	Otis 520 A	Interchange Passage and Elizabeth Line platforms

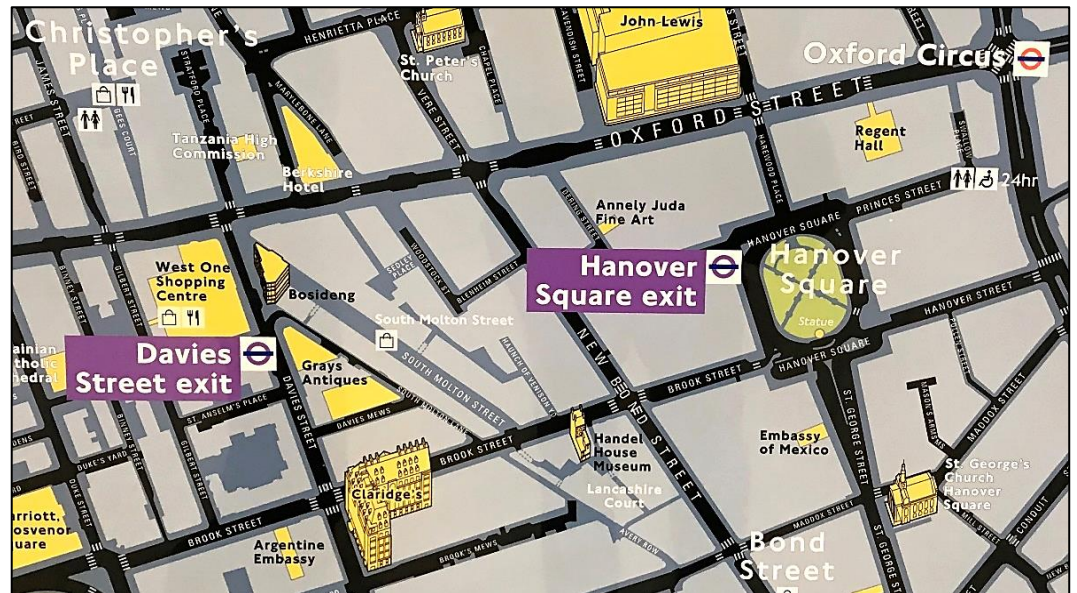
The Station facility operator and the station infrastructure management is both by London Underground.

## OPENING DAY

The opening ceremony took place on the morning of Monday 24 October 2022. Among those in attendance were the outgoing Transport Commissioner, Andy Byford, as well as Mayor of London, Sadiq Khan, and Parliamentary Under Secretary of State at the Department for Transport, Katherine Fletcher MP. Prior to this, around 150 people had gathered outside overnight in order to ride on the first train. Early visitors were offered the 'goodie bags' given out after the Elizabeth Line evacuation exercises, but this had ceased by early afternoon. A large single purple roundel in cardboard was set up in each ticket hall, presumably to serve as backdrops for media shoots, and later proved popular with passengers and enthusiasts taking 'selfies' after the main events had finished.



**Above:** Promotional poster and advert issued in connection with the opening.



**Above:** A platform sign showing the street location of the two new entrances and the proximity of Oxford Circus LU station, which is now an Out-of-Station Interchange (OSI) with Bond Street.

**All photographs: Kim Rennie**