

MEMORANDUM FOR SUBMISSION TO CHAIRMAN'S MEETING

124/L.

FROM: OPERATING MANAGER (RAILWAYS)
SUBJECT: LEICESTER SQUARE STATION: PROPOSED NEW INTERCHANGE SUBWAY.
DATE: 4th August, 1938.

Between 1932 and 1936 interchange traffic at Leicester Square Station increased from 44% from 9,000,000 to 13,000,000, and it is necessary to relieve the already overcrowded interchange subways, especially as the conditions are likely to be accentuated when the Northern line is extended.

The relative position of the two lines at this station does not lend itself readily to convenient interchange, and it is recommended that a direct subway 345 feet long (including staircase) be constructed as shown on drawing E.13074 attached. The subway will be built of tunnel iron 12 feet in diameter and with three recesses, at suitable intervals, of tunnel iron 15 feet in diameter.

The proposed subway will be a great convenience to exchanging passengers, those arriving at the northern end of any of the four platforms will save a walk of 220 feet in changing from one line to the other; this will induce a more even loading of trains and clear the platforms of much of the exchanging traffic which now has to proceed along the platforms to the southern ends to reach the existing subways.

The proposed subway is estimated to cost £15,000, and approval is sought for the work to be undertaken.

Evans Evans

OPERATING MANAGER (RAILWAYS)

MEMORANDUM TO VICE-CHAIRMAN

(Engineering Committee) *Rev. 5217*

2

FROM: CHIEF ENGINEER

SUBJECT: LEICESTER SQUARE - PROPOSED INTERCHANGE SUBWAY

DATE: 11TH JULY, 1938.

With reference to Engineering Committee Minute No. 5063 Drawing No. E.13074-A. is submitted showing a direct subway 12'0" internal diameter, with three recesses on either side at suitable intervals, linking the Northern Line platforms with the lower escalator landing, Piccadilly Line. As previously reported, the approximate cost of this work is £15,000. which will be somewhat increased to take account of the recesses.

Parliamentary powers will be required for this work and a decision is required as to whether it should be included in the forthcoming Bill.

It is assumed this work will be carried out by the Consulting Engineers and authority is required to instruct them to prepare the Parliamentary plans if it is decided to proceed with the work.

V. Smith

MEMORANDUM TO VICE-CHAIRMAN

(ENGINEERING COMMITTEE)

124 L

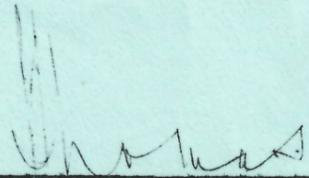
FROM : GENERAL MANAGER (RAILWAYS).
SUBJECT : LEICESTER SQUARE INTERCHANGE.
DATE : 11TH JUNE, 1938.

The interchange traffic at Leicester Square has grown from 9 million in 1932 to 13 million in 1936 (the last year in which an exchange figure was taken). The present interchange subways are becoming crowded and need some measure of relief. The traffic is likely to increase when the Northern Line has its contemplated 20 miles added.

The interchange situation of the two railways at Leicester Square is poor. The plan attached shows the best that can be made of it, two schemes being submitted for consideration :-

- (1) In pink - a 400 ft. subway, with steps each end. Estimated cost, £15,000.
- (2) In blue - a 200 ft. subway, with escalators and steps. Estimated cost £50,000.

If a way could be found of camouflaging the long subway, such as by a bend, this would be the scheme to recommend.


GENERAL MANAGER (RAILWAYS)

MEMORANDUM TO VICE-CHAIRMAN

(ENGINEERING COMMITTEE)

124/L.
1/11 3863

FROM:- GENERAL MANAGER (RAILWAYS).
SUBJECT:- LEICESTER SQUARE PLATFORM CONGESTION
(MORDEN-EDGWARE LINE).
DATE:- 16TH APRIL, 1937.

These platforms, which were narrowed from 11'0" to 9'3" over about one-third of the length of the platform, to enable the escalators to feed into the centre of station, are proving to be inadequate: the congestion in the evening and Saturday afternoon peaks is becoming serious. The trouble is not only because of the narrowed platforms but that, like Tottenham Court Road station on the same line, where a relief passage was driven between the platforms, the traffic is too much for existing platform widths.

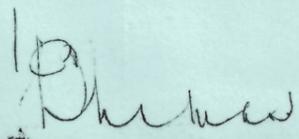
When the narrowed platforms at Leicester Square were agreed it was thought that relief would be required as traffic developed.

There are two ways in which relief can be given:-

- (a) By inserting three 9'0" cross passages between the stairs and north headwall.
- (b) By continuing the present scheme of columns to the north headwall and opening out.

Either method would make the north end of the platforms more convenient for passengers, thereby spreading the volume. Sketch enclosed shows both methods, and it is recommended that the Engineers should now proceed to study the problem and advise. Method (b) is the better one so far as the traffic is concerned.

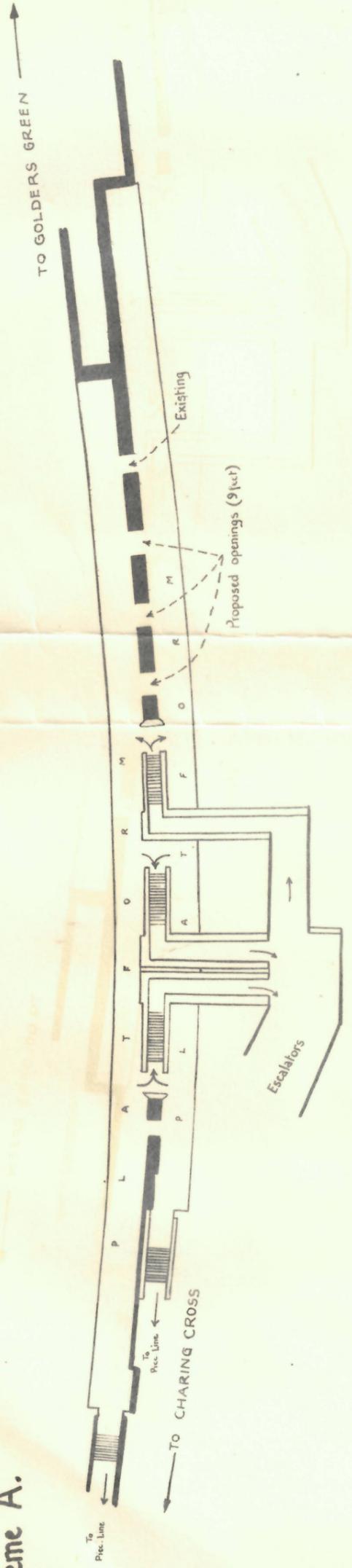
The Piccadilly line will require similar treatment but this might be delayed a couple of years. So far as the Morden-Edgware line is concerned, the matter should be regarded as necessary now.


GENERAL MANAGER (RLYS).

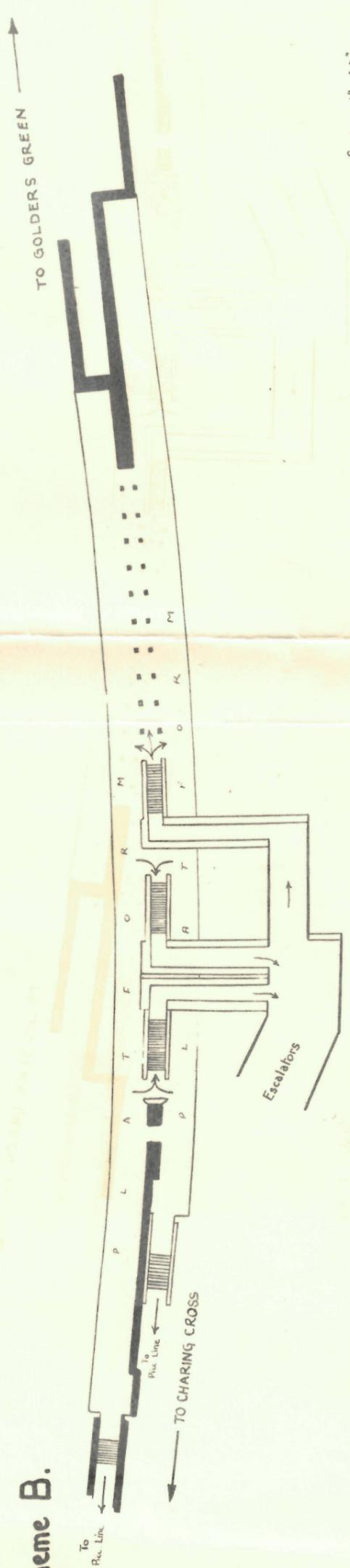
(53).

LEICESTER SQUARE PLATFORM CONGESTION (Morden - Edgware Line)

Scheme A.



Scheme B.



Scale: 1" = 44'
April 1937.
G.M.R. 52.37.