

New bus celebrates first birthday



THE Tube may be 150 years old this year, but the latest addition to the Transport for London family is marking its first birthday this month.

The New Bus for London, inspired by the classic Routemaster, is modern, fully accessible and uses the latest in green technology. It is also the first bus designed just for the capital in more than 50 years.

Look out for the funky red and black vehicles operating on one of the busiest routes – number 38 between Victoria and Hackney. Later this year they'll join route 24 which runs between Pimlico and Hampstead Heath.

Environmentally friendly

The new bus is the greenest of its kind. Using the latest diesel-electric hybrid technology it produces less than half the harmful emissions of conventional diesel buses and is twice as fuel-efficient.

A battery pack powers an electric motor that drives the

wheels. The battery is charged by a generator and through regenerative braking (where the system recycles the energy lost while braking). Stop-start engine management technology means it only runs when the batteries need to be charged.

Design and innovation

A large glass section wraps around the vehicle highlighting key features of the design and providing passengers with a light and airy feel inside.

The interior features blend modern requirements with a contemporary take on the old Routemaster. The welcoming dark red and gold colour scheme is accented by bespoke moquette – the hard-wearing fabric used for bus and Tube seats. The low-energy LED lighting and climate-controlled air system adds to a mix of innovative features.

The interior and exterior styling was developed with help from design partner Heatherwick studio – famous for creating the copper petal cauldron for the 2012 Olympic flame.

Fully accessible

Like all buses it has next-stop audio and visual announcements.

It also has a step-free gangway on the lower deck giving easy access for mobility-impaired people, passengers with buggies and wheelchair users. In addition there is a large wheelchair bay directly opposite the ramped centre door.

Using the bus

The buses have three sets of doors making it easier to get on and off, especially on busy central London routes. Each entrance has an Oyster and contactless payment reader where card holders can touch in. Anyone who needs to pay a cash fare, or has a paper travel card, must board at the front to pay or show their ticket to the driver.

Inside there are two staircases, at the back and front of the bus, for easy access to the upper deck. There is also a conductor on the bus for most of the day. The conductor supervises the rear platform, helps mobility-impaired passengers and provides travel advice.

When hopping on and off using the rear platform, make sure the bus is stationary and watch out for moving traffic.

■ For more information on the new bus, go to tfl.gov.uk

Tube upgrade plan – post weekend update



On the east end of the Central line important embankment stabilisation work took place across two 100-metre sites.

Two hundred metres of drainage renewal work was also completed between Embankment and Temple stations on the District line, and a further 309 metres on the Metropolitan line. This work helps to prevent delays owing to signal failures caused by excess water.

Between Northwick Park and Harrow-on-the-Hill, 385 metres of track and ballast was replaced to provide a smoother, more comfortable ride.

Follow-up works also took place along 925 metres of recently laid tracks and materials were delivered to the next section due for replacement.

■ Find out more at tfl.gov.uk/tup

Keep up with the upgrade plan and how it might affect you at tfl.gov.uk

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