

PART 4 Questions 31–40

Complete the notes below.

Write **ONE WORD ONLY** for each answer.



Listening test audio

Labyrinths

Definition

- a winding spiral path leading to a central area

Labyrinths compared with mazes

- Mazes are a type of 31
 - 32 is needed to navigate through a maze
 - the word 'maze' is derived from a word meaning a feeling of 33
- Labyrinths represent a journey through life
 - they have frequently been used in 34 and prayer

Early examples of the labyrinth spiral

- Ancient carvings on 35 have been found across many cultures
- The Pima, a Native American tribe, wove the symbol on baskets
- Ancient Greeks used the symbol on 36

Walking labyrinths

- The largest surviving example of a turf labyrinth once had a big 37 at its centre

Labyrinths nowadays

- Believed to have a beneficial impact on mental and physical health, e.g., walking a maze can reduce a person's 38 rate
- Used in medical and health and fitness settings and also prisons
- Popular with patients, visitors and staff in hospitals
 - patients who can't walk can use 'finger labyrinths' made from 39
 - research has shown that Alzheimer's sufferers experience less 40

READING

READING PASSAGE 1

You should spend about 20 minutes on **Questions 1–13**, which are based on Reading Passage 1 below.

The development of the London underground railway

In the first half of the 1800s, London's population grew at an **astonishing** rate, and the central area became increasingly **congested**. In addition, the **expansion** of the **overground** railway **network** **resulted in** more and more **passengers** arriving in the **capital**. However, in 1846, a Royal Commission **decided** that the railways should not be **allowed** to enter the City, the capital's **historic** and business centre. The result was that the overground railway stations **formed a ring** around the City. The area within **consisted of** poorly built, **overcrowded slums** and the streets were full of **horse-drawn** traffic. **Crossing** the City became a **nightmare**. It could take an hour and a half to travel 8 km by horse-drawn **carriage** or bus. **Numerous schemes** were **proposed** to **resolve** these problems, but few **succeeded**.

Amongst the most **vocal advocates** for a **solution** to London's traffic problems was Charles Pearson, who worked as a **solicitor** for the City of London. He saw both social and economic **advantages** in building an underground railway that would **link** the overground railway stations together and **clear** London slums at the same time. His idea was to **relocate** the poor workers who lived in the inner-city slums to **newly constructed suburbs**, and to **provide** cheap rail travel for them to get to work. Pearson's ideas **gained** support amongst some businessmen and in 1851 he **submitted** a plan to Parliament. It was **rejected**, but **coincided** with a **proposal** from another group for an underground **connecting line**, which Parliament **passed**.

The two groups **merged** and **established** the Metropolitan Railway Company in August 1854. The company's plan was to construct an underground railway line from the Great Western Railway's (GWR) station at Paddington to the **edge** of the City at Farringdon Street – a distance of almost 5 km. The organisation had difficulty in **raising the funding** for such a **radical** and expensive scheme, **not least because of the critical articles** printed by the **press**. **Objectors argued** that the tunnels would **collapse** under the weight of traffic **overhead**, buildings would be **shaken** and **passengers** would be **poisoned** by the **emissions** from the train engines. However, Pearson and his partners **persisted**.

The GWR, **aware** that the new line would finally **enable** them to run trains into the heart of the City, **invested** almost £250,000 in the **scheme**. **Eventually**, over a five-year period, £1m was **raised**. The chosen **route** ran **beneath** existing main roads to **minimise** the **expense** of