

EDITED PRESS AND NEWS RELEASES

TRANSPORT FOR LONDON

NEW LIFE FOR PAOLOZZI MOSAICS AS LONDON UNDERGROUND COMPLETES RESTORATION WORK

1 February 2017

London Underground today announced that work to restore the iconic mosaics at Tottenham Court Road station has been completed. Around 95 percent of the mosaics have been retained at the station while it underwent a huge expansion to prepare for the introduction of Crossrail and meet the needs of London's rapidly growing population. Restoration and repair work has now taken place on the Northern and Central Line platforms, and in the rotunda space. Wherever possible the original tiles have been reused, and where new tiles have been required they have been closely colour-matched using the same process as the originals. One of the final and most complex aspects of the project was the relocation of the striking mosaic panel from the former Oxford Street entrance. Following intensive planning and consultation with conservation experts, the artwork was carefully removed from the wall in one piece and lowered down a lift shaft to begin its new life at platform level.

Sections of the arches that could not be relocated within the station were transported to the world-renowned Edinburgh College of Art, based in the city where Eduardo Paolozzi studied in 1943 and later became a visiting professor. They are currently being used in teaching a new undergraduate programme, 'Edinburgh Collections', and in February the University will hold a forum of students and conservation specialists to decide how best to reconstruct the mosaics into a new piece of public art.

Eduardo Paolozzi was a leading figure in the Pop Art movement, and his mosaics at Tottenham Court Road, completed in 1986, are widely considered to be one of the most spectacular examples of post-war public art. The vibrant designs, that cover 950 square metres in total, contain references to London's entertainment culture, rushing commuters, and urban economy, reflecting their location in a major station in one of the busiest cities in the world.

Paolozzi's public art can be seen at a number of locations around the city, including next to Pimlico station and the piazza of the British Library. *Art on the Underground* has partnered with the Whitechapel Gallery to create a map of the artist's work around the Capital, and a major retrospective of the artist will run at the Whitechapel Gallery in February.

10 February 2017

TOTTENHAM COURT ROAD BECOMES STEP-FREE

The final milestone in the upgrade of Tottenham Court Road Underground station has been reached, with the station now providing step-free access to both the Central and Northern lines.

The station has been completely modernised and expanded so that it can meet the needs of London's rapidly growing population, with new features including:

- Three new entrances and one refurbished entrance.
- A ticket hall five times larger than the original.
- Eight new escalators.
- Six new lifts providing step-free access.

The station has also undergone significant work in preparation for Crossrail that will serve the station from the end of 2018 and will provide step-free access along its entire route.

As well as the capacity increases and accessibility benefits, the station environment has been improved. There is improved lighting across the station, new tactile strips on platforms and stairs, contrasting handrails to help visually impaired passengers and new CCTV cameras to ensure the safety of passengers and staff.

NORTHERN LINE EXTENSION TUNNELLING MACHINES IN PLACE

16 February 2017



A major milestone in the construction of the Northern Line Extension was reached this week with the lowering of two giant tunnel boring machines 20 metres below ground in Battersea, ahead of tunnelling starting in March.

The precision operation required a huge 750-tonne crane to lift the two tunnel boring machines, Helen and Amy, in the shadow of London's iconic Battersea Power Station (*Left*).

The two tunnel boring machines will create two 3.2km underground tunnels to extend the Charing Cross branch of the Northern Line from Kennington to Battersea Power Station, via a new station at Nine Elms. Tunnelling will take six months to complete. The extension, targeted for completion in 2020, is the first major Underground line extension since the Jubilee Line in the late 1990s.



Both tunnelling machines will now be fully assembled within two 77m-long launch tunnels, before starting their journeys towards Kennington next month. When fully assembled, Helen and Amy will each be 100 metres in length. After both tunnel boring machines and their gantries are constructed, a conveyor system will be built to take the spoil from the tunnels up to barges on the River Thames. More than 300,000 tonnes of earth will be excavated by Helen and Amy in this way before the spoil is taken to Goshems Farm in East Tilbury, Essex by boat where it will be used to create arable farmland.

TBM Helen is seen (*Above*) being lowered into place.
Both photos: Transport for London