

# **EDITED PRESS AND NEWS RELEASES**

## **TRANSPORT FOR LONDON**

### **MAJOR VICTORIA STATION BREAKTHROUGH UNITES 300 METRES OF NEW TUNNELS**

**14 September 2015**

A major milestone at Victoria Underground station has now been reached as part of its £700m upgrade, with a final tunnelling breakthrough. The 300 metres of new tunnels will link the brand new North ticket hall with the existing South ticket hall, which is being doubled in size to make journeys less crowded for the growing number of passengers using the station. London Underground engineers tunnelled through the final metre connecting the north and south tunnel schemes on Monday afternoon, completing the key section of this complex three-year tunnelling project.

A radical £700m transformation, set for completion in 2018, will increase the size of the station by 110% and will bring step-free access to Victoria for the first time in its 147-year history. Along with nine new escalators, new lifts and step-free access to all platforms, a new underground North ticket hall is being constructed at the junction of Bressenden Place and Victoria Street, and is set to open in late 2016. The new North ticket hall will significantly cut journey times for passengers who exit towards Victoria Street.

### **RECYCLING ENERGY FROM UNDERGROUND TRAINS TO POWER STATIONS**

**25 September 2015**

A world-first trial that uses the latest technology to collect waste energy from Underground train brakes has captured enough power to run a large Underground station – opening the way for significant savings across the network. London Underground used the new ‘inverter’ system at the Cloudesley Road substation on the Victoria Line for a five-week trial, and in just one week of operation, the new technology recovered enough power to run a station as large as Holborn for more than two days per week.

The results show that the new green technology could allow LU to tap into a previously inaccessible resource, reducing its overall carbon footprint and saving as much as £6m every year for reinvestment in improving transport. As well as saving energy, the technology has the added benefit of lessening the amount of heat generated by trains braking in tunnels, which in turn would reduce the energy required to operate LU's cooling systems. The results indicated that 1 Megawatt hour (MWh) of energy can be captured per day – enough to power 104 homes per year.

### **LONDON UNDERGROUND BREAKS THROUGH AT BOND STREET**

**1 October 2015**

A major milestone in the programme to upgrade Bond Street station is being marked today, after the LU upgrade project broke through to meet Crossrail. Engineers have excavated the final passageway linking the expanded Underground station to the new Crossrail station, bringing a successful end to a sophisticated two-year tunnelling project, which remains on time and on budget despite extremely complex construction work.

The final breakthrough has paved the way for the next phase of the work to begin at the £320m Underground station upgrade. When complete in 2017, the station will be equipped with a new ticket hall, new escalators, new lifts to provide step-free access to all platforms and an interchange with Crossrail.

Over 550 metres of new tunnels have now been constructed as part of the engineering project. With this stage of the project complete, lifts and escalators will now be installed with electrical fittings and interior finishes to follow.

Although the Bond Street Station upgrade is large in scale, the site occupies a mere 440m<sup>2</sup> at surface level between 354-358 Oxford Street, presenting significant logistical challenges. Over 46,000 tonnes of ground have been carefully excavated – a significant amount by hand – around historic assets, including the disused London Post Office Railway. Working closely with neighbouring stakeholders has been key to the project; a new ticket hall under Marylebone Lane has been built sharing a wall with the Tanzanian High Commission.