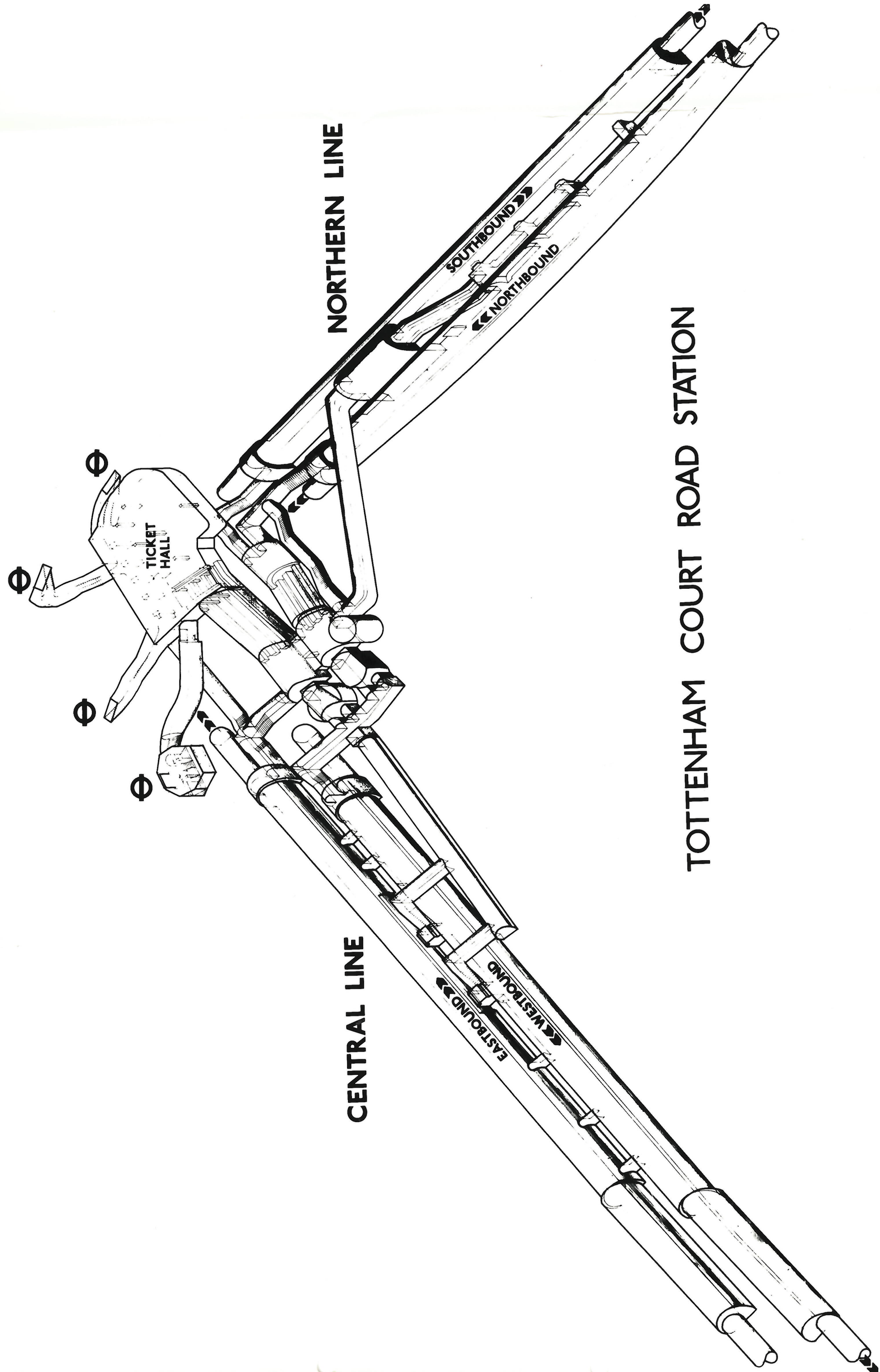




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TOTTENHAM COURT ROAD STATION

TOTTENHAM COURT ROAD STATION  
PHASE II MODERNISATION

INTRODUCTION

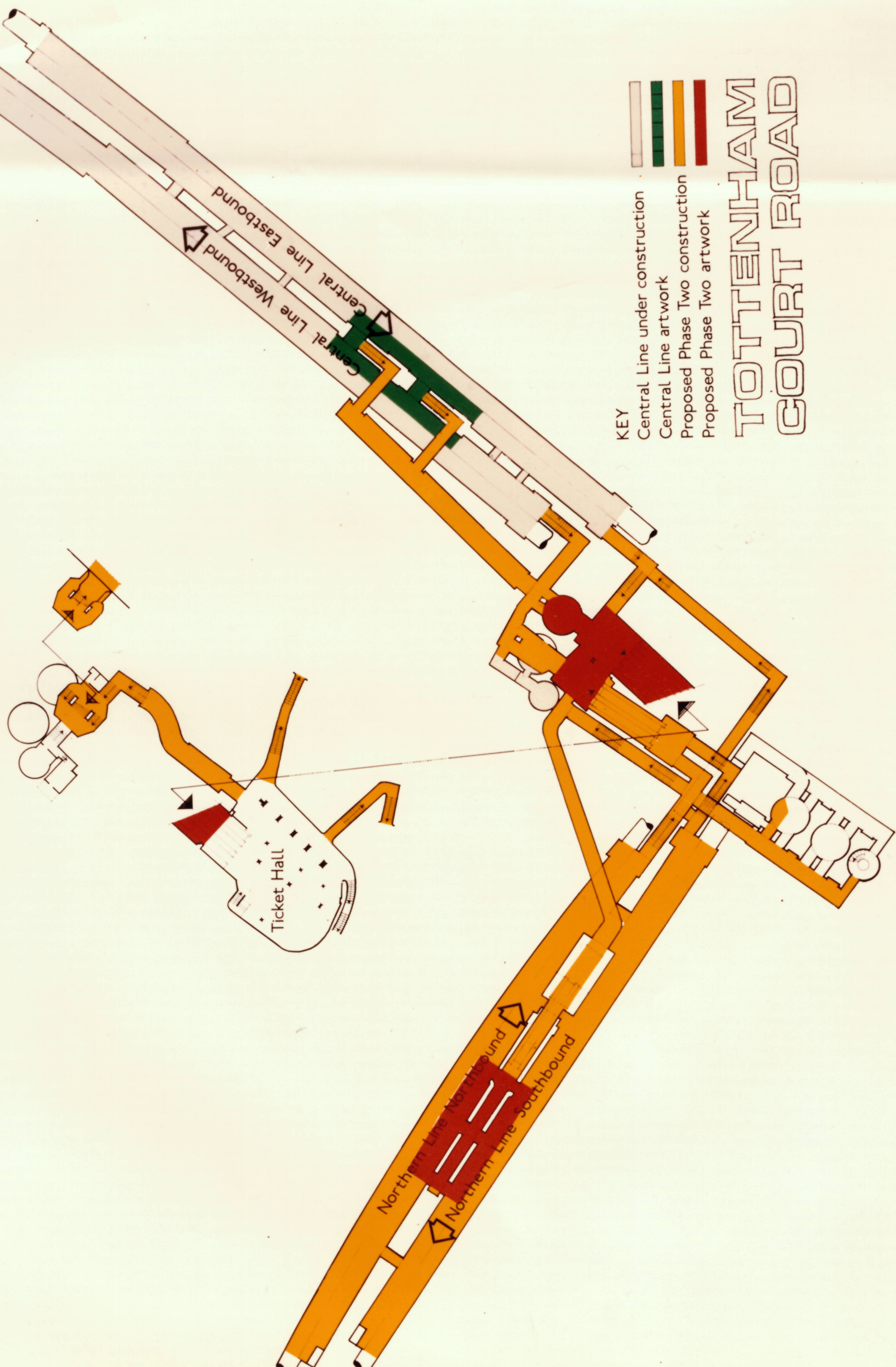
BRIEF

The updating of Tottenham Court Road Station in line with the Station Modernisation Programme as a continuation of the first phase, the updating of the Central Line platforms, currently in progress.

DESIGN TEAM

Architect - Department of Architecture and Design  
Structural Engineer - Department of Architecture and Design  
Quantity Surveyor - Department of Architecture and Design in conjunction with  
Bampton and Lockwood, Quantity Surveyors  
Operating Manager (Staff) Railways  
Department of Civil Engineering  
Department of Signal and Electrical Engineering  
London Transport Advertising





KEY

- Central Line under construction
- Central Line artwork
- Proposed Phase Two construction
- Proposed Phase Two artwork

TOTTENHAM  
COURT ROAD



## OUTLINE SCHEME DESIGN

The scheme conforms to the overall design strategy and acknowledges that Tottenham Court Road is a major expenditure station.

### STATION ENTRANCES

It is proposed that the existing two subways and one station entrance canopies be replaced with new ones incorporating the corporate identity in the form of roundel and corporate colour in the form of red support tubes.

### CONCOURSE AND PASSAGES

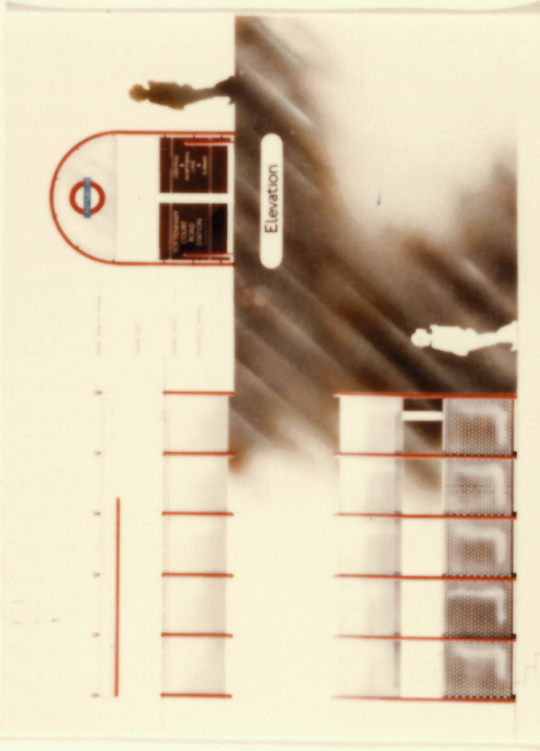
Station identity is provided in the form of artwork and the provision of green bands similar to the Central Line platform under construction. Line identity to passages for circulation identification is provided in the form of a continuous horizontal band in line colours, i.e. red or black.

### PLATFORMS

The Northern Line platforms are designed in the same mode as the Central Line platforms with the provision of services ducts, seats, litter bins, loud-speakers, signs etc. all finished in the line colour - black. Station identity is provided in the form of commissioned art work by Eduardo Paolozzi and the provision of green poster boards and green passage entrance pilasters. Corporate identity is provided in the form of brass edged enamelled station name roundels.

### ANCILLARY ROOMS

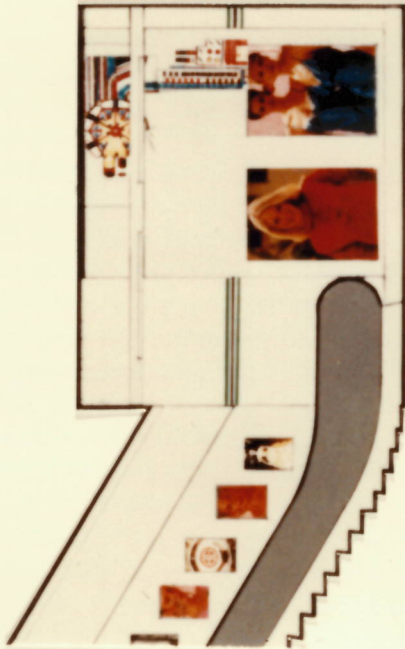
Switch rooms, communication equipment room and other services department's requirements are being incorporated into the overall design.



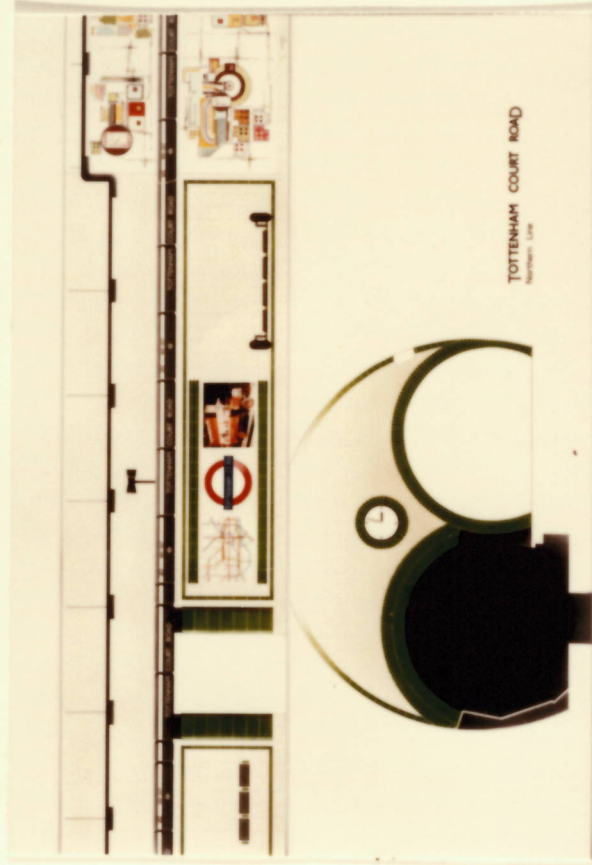
SUBWAY ENTRANCE



TYPICAL PASSAGE



TYPICAL CONCOURSE



TYPICAL PLATFORM

#### FINISHES

Generally non-glazed ceramic floor tiles, glazed wall tiles, glass mosaic and spray painted ceiling will be provided throughout except for the main escalator ceiling and concourse which will have a new false ceiling provided.

In areas where seepage occurs, melamine faced damp proof panels will be used.

#### SERVICES

Electrical and Signal engineers requirements are being incorporated into the overall scheme. This will provide new tubular lighting fitments, signs, speakers and T.V. monitors.

#### CONTRACT

It is proposed that the contract be a management fee type.

#### COST

The initial design scheme has been costed to £4,175,000 at August 1982 prices.

#### SITE POSSESSION

The Marylebone site compound, currently occupied by the management fee contractor engaged on the modernisation of Central Line platforms at Bond Street, Oxford Circus and Tottenham Court Road, will continue to be available for this project.

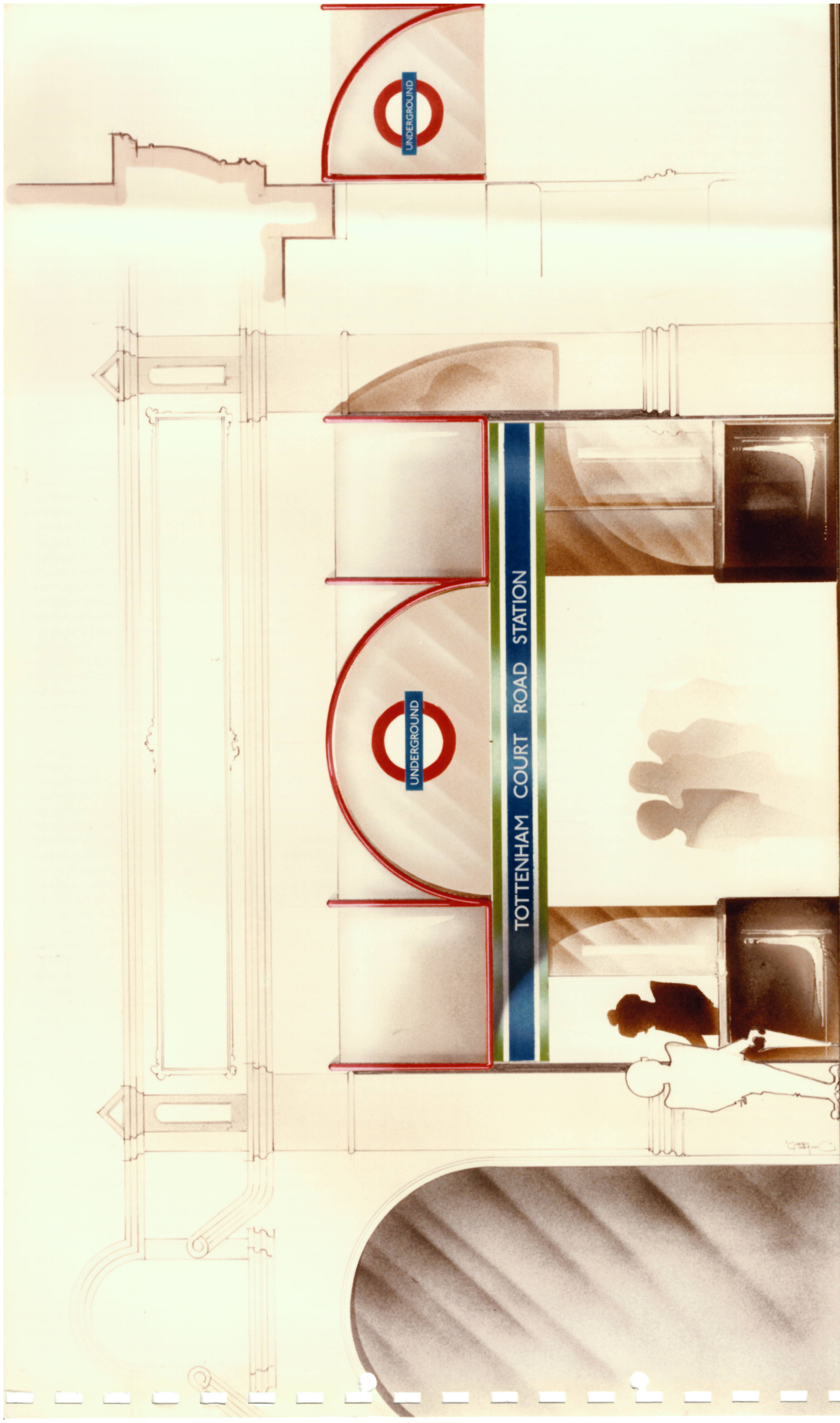
Some of the storage and hutting space currently used on the Central Line project will continue in use in Phase II.

The Contractor will take possession of the Phase II work in July 1983.

#### DRAWINGS

Included as scheme design drawings showing proposals for street entrances, concourses, passages and platforms.





STATION ENTRANCE



## Plan

at low level

tinted lexan or similar

tubular light

tubular frame

enamelled panels

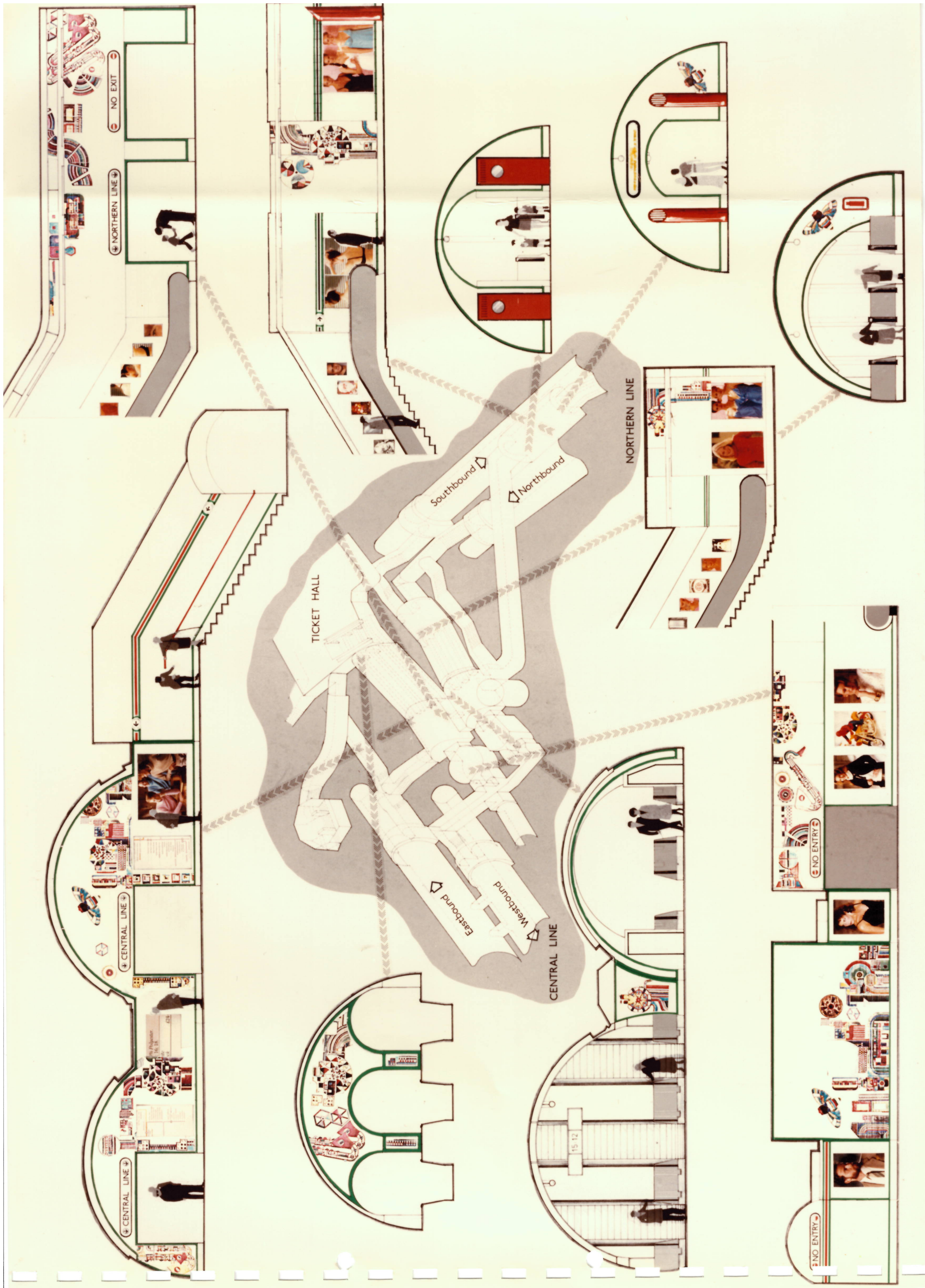
## Plan

at high level

## Elevation

## Elevation







TOTTENHAM COURT ROAD  
Northern Line

