

# Bank Station Capacity Upgrade – fact sheet 1

## Project overview

### The need for a better station

In the last 10 years the use of Bank station has risen by 50%. 115,000 extra customer journeys pass through the station each day, taking the total to 337,000. Demand continues to rise, and if nothing is done, there will be an increase in temporary station closures for crowd control, and the need to run trains non-stop through Bank. This inconveniences our customers and causes disruption to other parts of the Underground. Improving Bank station is also a key step towards enabling future frequency increases on the Northern line.

Therefore London Underground is proposing to make substantial improvements at Bank. These would increase capacity, reduce interchange times and improve accessibility. Our proposal includes the creation of a new southbound running tunnel and platform for the Northern line, a new station entrance on Cannon Street, and step-free access between the Northern line, DLR and the street. Most of the work will take place below ground, however two main worksites are required at surface level.

We have undertaken three previous public consultations on our proposals. Feedback received has helped shape our plans. A further public consultation is being undertaken between 2 June and 6 July 2014 to provide those with an interest in the proposals a further opportunity to comment before we submit an application for a Transport and Works Act Order (TWAO) in Summer 2014.

### Proposed improvements

Our proposals for Bank station include:

- A new southbound railway tunnel and new platform for the Northern line that will create more space for passenger circulation
- Step free access from the street and DLR to Northern line platforms
- A new station entrance in Cannon Street
- A moving walkway to provide quicker and easier interchange
- More lifts and escalators
- Reduced need to go up and down stairs
- Reduced conflict between different flows of customers
- Faster interchange times by more direct routes
- Quicker and better protected fire evacuation routes

### Will construction work affect Bank station?

Much of the work will be undertaken below ground next to the existing station without disruption. However there will be a temporary closure of part of the Northern line City branch in 2020 as we connect new to existing infrastructure. We have modelled the likely effects of this closure, and are confident that the arrangements we propose will be sufficient to accommodate displaced passengers.

### **Construction impacts**

We will be working within and underneath a conservation area which includes many historically significant listed buildings. Most of the tunnelling will be beneath properties to the south west of King William Street. Our design minimises construction impacts, however we cannot undertake a major improvement scheme without some disruption.

### **Construction sites**

We need two main worksites from which to construct the scheme. The Cannon Street worksite will be in the block bounded by Cannon Street, Abchurch Lane, King William Street and Nicholas Lane. This requires the purchase and demolition of all properties on that site. It will be used to build the new station entrance, lifts and escalators, and will later be redeveloped with new offices and retail units.

The Arthur Street worksite will be used for the majority of the tunnelling works. This means Arthur Street will be closed to vehicles during the works, however access will be maintained for pedestrians and deliveries to adjacent buildings.

### **Reducing the effect of construction**

The effects of construction will be managed as follows:

- the proposed new tunnels are positioned to minimise effect on buildings
- we have investigated the nature of existing foundations and ground conditions
- our own tunnelling experience is being combined with the best international knowledge and practice
- We will use accurate ground monitoring methods and tried and tested protective measures
- Our Code of Construction Practice, explained in a separate fact sheet, will be agreed with the City of London, and will specify how we will monitor, manage and minimise construction effects such as noise and dust
- All lorry contractors will be signed up to Transport for London's safety standards

### **Obtaining permission**

We propose to apply to the Secretary of State for Transport, for a TWAO in Summer 2014 to obtain permission for our proposed works. There may then be a public inquiry. If the Secretary of State gives permission in 2015, work would start in 2016 and be completed in 2021. To help us prepare for the start of work in 2016 we propose to apply to undertake some advance utility works.

We have sought permission from the City of London Corporation for the development of a replacement building over the new station entrance in Cannon Street, and the council has resolved to grant permission subject to completion of the legal agreement. We anticipate that this will be completed by the end of June and the decision letters will then be issued.

### **Further information**

For more information visit: [tfl.gov.uk/bank-consultation](http://tfl.gov.uk/bank-consultation) or email [BankSCU@tfl.gov.uk](mailto:BankSCU@tfl.gov.uk)  
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