

## Bank Station Capacity Upgrade – fact sheet 12 Timescales

### Introduction

As with any major project, the Bank Station Capacity Upgrade (BSCU) has been planned to deliver the benefits of the proposed scheme as soon as possible and reduce any effects on the public during this process. London Underground has recently undertaken similar projects at other major stations in central London and therefore has extensive experience in delivering this type of upgrade work with minimal disruption.

### Timeline for obtaining permission

In order to gain the necessary consent to deliver the proposed scheme, we must apply to the Secretary of State for a Transport and Works Act Order (TWAO) under the Transport and Works Act 1992. Four rounds of public consultation on the proposals will have been undertaken between 2011 and 2014 before the submission of the TWAO application in Summer 2014. A public inquiry is likely to be held in early 2015.

If the Secretary of State for Transport decides to approve the scheme we anticipate that construction would begin in early 2016. To help us prepare for the start of the construction works we propose to make a number of applications to undertake some advance utility works.

### Construction milestones

If all necessary consents are granted by the Secretary of State the anticipated construction milestones under the TWAO are likely to be as follows:

2015/16 - Utility diversion required in preparation for start of construction work

2016/17 - Tunnelling works from Arthur Street

2016 - Demolition of 10 King William Street and adjoining buildings

2019 - Ongoing tunnelling works and commence fit out

Spring 2020 – 17 week part-closure of Northern line City branch

2021 - New station entrance on Cannon Street opens

2021 - Project completion

### 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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