

## **Transport and Works Act 1992**

### **The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 - Rule 10(2)(c)**

#### **London Underground (Bank Station Capacity Upgrade) Order**

### **CONCISE STATEMENT OF THE AIMS OF THE PROPOSALS**

#### **1. Introduction**

- 1.1 Bank Monument Station Complex is located in the heart of the City of London financial district, its name synonymous with the function of much of the area it serves. It is therefore of strategic importance not only to London but also to the UK's economy. The station is one of the major gateways to the City for employees and visitors and is served by six lines (Northern, Central, Waterloo & City, and the District and Circle at Monument, part of the same station complex), plus the DLR. It is a strategic network interchange and the effective operation of Bank Monument Station Complex is critical to maintaining access to the City of London and to the wider functioning of the London transport network, especially London Underground (LU) and Docklands Light Railway (DLR) networks.
- 1.2 The station has developed piecemeal from 1884 as additional lines have been built to serve the station. It reached its present form in 1991 when the DLR opened. Most of the platforms are at very deep level, and are therefore dependent upon escalators or lifts for passenger access and egress. The station has three ticket halls, ten platforms, 15 escalators, six lifts and two 300ft moving walkways. The implications of the station current lay-out are two-fold.
- 1.3 Most of the infrastructure was built in expectation of passenger numbers far less than now use it. As a result passenger circulation space on platforms and ticket halls is confined. The same is true for connecting staircases and passageways, in part due to the opportunistic way in which the elements of the station were connected over time.
- 1.4 Because of the complex layout passenger way-finding is difficult, particularly for those interchanging between lines. Interchanging passengers make up more than half the total users, and the difficulty of providing intuitive route-following around the station adds to the congestion problem particularly as there is a lack of separation between interchanging and entering/exiting passengers.

## **2. Aims of Bank Station Capacity Upgrade (BSCU)**

2.1. The overarching aim of the BSCU project is to ensure that TfL continues to provide a fit-for-purpose public transport station complex to support the City of London. It shall do this by:

- increasing the capacity of Bank Monument Station Complex so that it is able to handle present and forecast demand, and thereby support the economic growth of the city;
- minimising passenger journey time through the station, and thereby reduce crowding;
- improving the quality of access, interchange and ambience, including the provision of step free access routes from street level to Northern Line trains and provide step free interchange between Northern Line and Dockland Light Railway (DLR) trains; and
- improving emergency fire and evacuation protection measures.

2.2. The Bank Station Capacity Upgrade (“BSCU”) project is an important element of works planned as part of Transport for London’s 10 year Investment Programme. The aims identified above contribute to the achievement of the economic growth of London as set out in the Mayor’s London Plan and Transport Strategy, specifically:

- supporting sustainable population and employment growth (by) balancing capacity and demand for travel through increasing public transport capacity;
- improving journey experience (by) reducing public transport crowding; and
- improving accessibility (by) improving the physical accessibility of the transport system.

## **3. How we will deliver these aims**

### **3.1. Increasing station capacity**

3.1.1. The station is currently used by 337,000 people a day, an increase of over 50% since 2003. By 2026 demand at Bank Monument Station Complex is forecast to rise by around a further 10%. This represents 107,000 passengers during the morning peak compared to 98,000 currently. Without a significant increase in capacity, station control measures which are currently used to manage congestion, such as non-stopping train services, implementing one-way systems, gateline restrictions and station closures, will continue to be used but with increased frequency, causing delay and discomfort for passengers.

3.1.2. The aim of the BSCU project is to ensure that, through an increase in capacity, the station maintains acceptable passenger flow conditions, including a margin for forecast demand growth for at least a further 60 years after 2021. The BSCU project aims to achieve this by providing additional passenger circulating space including concourse spaces, escalators and moving walkways and linking routes to and from the Northern Line to the DLR and Central Lines, together with facilities such as a new station entrance and new lifts.

3.1.3. Three elements in particular will contribute to a significant increase in station capacity:

- a new Northern Line southbound platform tunnel with connecting links/passageways to the existing southbound platform tunnel, which will become a new interchange corridor for both the existing northbound platform and the new southbound platform. A new escalator link will be provided from the Northern Line down to the DLR;
- a new Northern Line Station Entrance, providing greatly improved access via escalators and fully accessible lifts to and from the Northern Line and DLR areas of the station; and
- interchange to/from Northern Line and DLR to/from the Central Line platforms including moving walkways and escalators.

### **3.2. Minimising journey times through the station**

3.2.1. By providing additional capacity, each of the three elements listed above will contribute to a reduction in crowding in the areas they address and will contribute to improved journey times. The purpose of the station is to deliver people quickly to their destination and therefore, to ensure that crowding is safely dispersed, it is also important that passengers are able to move quickly through the station complex. This applies both to those entering and exiting the station and to those using it to interchange between the six lines which serve the station. It is therefore proposed to provide a moving walkway between the Central Line and Northern Line areas of the station.

### **3.3. Improving the quality of access, interchange and ambience**

3.3.1. The current design of Bank Monument Station Complex provides step free access only to the DLR platforms, from street level only, via three separate lifts and a relatively circuitous route through the station. The BSCU will improve this access significantly by creating a new lift shaft direct from the new station entrance to the lower levels. To provide additional resilience the new lift shaft will be fitted with two new lifts. Both new lifts will serve the Northern Line level and one of them will also serve the DLR. Further resilience will be provided by making provision for the existing DLR lift to serve the Northern Line level of the station, thereby providing two lifts for interchange between the Northern Line and DLR levels of station.

### **3.4. Improving emergency fire and evacuation protection measures**

3.4.1. Operational controls at Bank Monument Station Complex have been developed in co-operation with London Fire Brigade to ensure safe operation of the station for increasing levels of crowding. By providing a new entrance, improved lift facilities and additional interchange and circulating space the new design will improve the emergency fire and evacuation protection measures and provide additional resilience.