

2. Questions about the project

2.1. *When did the project start?*

The first of the recent investigations into expanding Bank station capacity were carried out between 2003 – 2005. From 2006 to 2009 various options were examined until the preferred option – a new Northern line ticket hall at 10 King William Street, was identified. From 2010 until now the preferred option has been under development ahead of public consultation.

2.2. *Why use 10 King William Street?*

10 King William Street was chosen due to its location directly above the Northern line platforms.

2.3. *Why upgrade Bank and not another station?*

Many stations within the City have been enhanced as part of TfL's Investment Programme, including Cannon Street, Liverpool Street and Moorgate. Both the Thameslink Programme and Crossrail projects are improving stations such as Blackfriars and Farrington.

While these enhancements deliver some capacity benefits, an upgrade of Bank is still needed to deliver the step change in capacity needed to accommodate future growth. This is because of the unique interchange role Bank provides between the Central, Northern, Waterloo and City, District and Circle lines, and the DLR – connecting key destinations north and south of the Thames to the West End, City and Docklands.

2.4. *Have we looked at alternative schemes and why aren't we implementing any of them?*

Some alternatives have been examined in earlier stages of the project. These have been ruled out on the basis that the alternatives were:

- a) Not feasible to build, or the construction impact would be too great.
- b) Did not offer enough customer benefits to be considered good value for public money.

2.5. *Why lifts to King William Street and not escalators?*

An option to include escalators was considered early in the project but ruled out as it made the project too expensive. This is because escalators:

- a) Require more space, therefore increase the amount of land needed,
- b) Are more difficult to build in a confined location such as Bank,
- c) Are more costly and disruptive to maintain.

In this case, 4 x 40 person lifts will provide sufficient capacity for the forecast number of passengers using this ticket hall and the benefit of a quicker, step-

free access between the street level, Northern line platforms and DLR. The lifts will also be built to a standard that will provide a fire-protected evacuation route. During maintenance periods there will be a reduced impact on customers as one lift can be taken out of service with 3 still operating.

2.6. Why not have a subterranean ticket hall like all the others at Bank?

A ticket hall at street level will offer the advantage of providing step-free access via the lifts down to the Northern line and DLR concourses.

2.7. How will this project impact on the Central, Waterloo and City, District and Circle lines, or the DLR?

This project will not impact on the existing lifts between the Northern line and Lombard Street, the ticket hall above the Central line (also known as the “bull ring”) or the Monument ticket hall. These will continue to operate as they do now.

A new ticket hall is currently under construction as part of the Walbrook Square development. This new ticket hall will provide direct access to the Waterloo and City line and is programmed to be complete in 2016.

As part of the proposed Bank Station Capacity Upgrade project, an additional interchange link will be provided between the Northern line and the Central line, which will relieve congestion in the existing interchange areas and passageways that connect the Waterloo and City line to the Central line ticket hall.

Additional escalators and stairs will be provided from the new Northern line concourse to the DLR concourse. This will relieve the queues for accessing the existing escalator route and eliminate the need to walk along the Northern line platforms for the stairs to the DLR.

Because the proposed project includes a new ticket hall at King William Street with direct access to the Northern line and DLR, this will reduce the number of people using the existing Central line or Monument ticket halls – relieving congestion at these locations.

2.8. Will improvements be made to the Central/ District and Circle line platforms?

Detailed assessments have been conducted into the levels of crowding at Bank station. Both the current and future situations have been analysed with and without the proposed upgrade project. While this project will not make any changes to the layout of the Central line platforms, adding a new interchange passageway to the Northern line will improve circulation on the existing platforms so they will work more efficiently.

Likewise no changes are proposed to the Monument platforms or ticket hall, but with a new ticket hall above the Northern line at King William Street the existing congestion that occurs to exit via Monument will be relieved.

Separately to this project, a planned upgrade of the trains and signalling used on the District and Circle line will improve the service so there will be less time needed to wait at Monument for the next train.

2.9. Once this project is complete does this mean there will be no more overcrowding at the station?

The project has been designed to cater for forecasted demand to 2031. Beyond 2031 some control measures may be required at specific locations during peak times. Crowding may potentially become an issue if services are suspended on other parts of the Tube network or during special events, but with the station upgrade in place these scenarios can be managed more easily with less impact on customers.

2.10. How will the growing number of people using the station be managed while the station is under construction? How will the station and train services operate while the project is under construction?

The construction methodology that will be used is still under development. As much work as possible will be done at night or behind hoardings to minimise disruption to services. This would enable the existing ticket halls to remain open. Further information will be released when it is available, but at this stage construction will potentially involve:

- Propping within the station while excavations are underway, with hoardings reducing the width of some passageways and platforms.
- There will be some impact on Northern line Bank branch services when the re-aligned southbound running tunnel will be tied into the existing tunnel.
- Some weekend closures may be needed to carry out particular phases of work like commissioning new systems within the station.

The duration of these disruptions will be dependent on the construction methodology selected. Station control measures will be in place to prevent overcrowding while the project is under construction.

2.11. What's the construction impact likely to be on the environment/ traffic?

The construction methodology is still under development and once it is finalised it will be used to conduct a full environmental impact assessment. The results of this assessment will be published in an Environmental Statement that will be made publicly available.

This project will use a Code of Construction Practice which will commit London Underground's principal contractor to using best practice methods of minimising noise, vibration, dust and lorry traffic from the worksite.

It is possible some road lanes may need to be closed and traffic will need to be diverted during particular phases of construction. This may also result in bus services being diverted. As part of the environmental impact assessment, a traffic management strategy will be developed to minimise the impact of this project on local roads.

2.12. How many buildings are affected by this project, are they important buildings?

67 buildings have been identified in the area potentially affected by tunnelling and excavations. 38 of those buildings are either on or very near the proposed running tunnel alignment and/or have a specific heritage interest. Six buildings are listed Grade I – including the St Mary Abchurch and the Mansion House. Twelve buildings are Grade II listed, and two are Grade II* listed.

There is one scheduled ancient monument (a buried structure or archaeological site of specific historical interest). One building is over the site of the Roman Governors palace.

Approximately 80% of buildings in this area are in a Conservation Area for planning purposes.

2.13. Why is the project so close to listed buildings?

Planning the proposed construction work at Bank is extremely challenging as this area has been extensively developed both above and underground. There are many buildings, tunnels, sewers and other utilities present. The project team's engineering designers have worked very hard to avoid the most costly and disruptive diversions of utilities. This has meant some of the underground work will be close to buildings of architectural and historic significance. Detailed surveys are underway to ensure tailored methods will be used to protect these buildings during the project's construction phase.

2.14. Is the project funded and how much will it cost?

This project is committed by TfL and the Department for Transport, through TfL's Investment Programme and the Mayors Transport Strategy.

Total scheme cost is approximately £560m.

2.15. When do you start on site?

If all necessary consents are granted it is anticipated construction will begin in 2015. Some enabling works like diverting utilities may start sooner than 2015. The construction methodology is still under development and more detail will be released about the construction programme when it is available.

2.16. When will it be finished?

The project is programmed to be complete in 2021. Some of the newly-built parts of the station may be opened sooner than this date. The construction

methodology is still under development and more detail will be released about the construction programme when it is available.

2.17. Why will the construction period take so long, can it be completed sooner, why not start now?

In order to gain the necessary planning, property and transport consent to deliver the project, London Underground must apply for a Transport and Works Act Order. The application is scheduled to be made in late 2012, with pre-application consultation happening now. It is expected a public inquiry into the project to be conducted in 2013 with a decision from the Secretary of State for Transport whether to award the Order in (or around) 2014.

Some enabling works to divert utilities may be required. These works would take place ahead of the main construction activity commencing in 2015. Depending on what construction methodology the project team selects, some of the newly-built parts of the station could be commissioned before the scheduled completion date of 2021.

London Underground has recently undertaken several projects at other major stations in central London. Key lessons have been learned in how to balance competing priorities: to avoid disruption to normal operations at a station but also finish construction as quickly as possible. These lessons will be used at Bank station during this proposed project.

2.18. What is going to be built at 10 King William Street?

Architects have been commissioned to design a replacement building that will sit above the new ticket hall. The building's design will need to comply with the City of London Corporation's planning policies and will be subject to a separate planning application.

2.19. What is going to happen to the redundant tunnel?

Some parts of the old southbound tunnel will be used for additional interchange passageways, to relocate the lift to the DLR platforms and install new escalators to the Central line.

Other parts of the redundant tunnel will be used for storing station equipment and services (such as power and telecommunications).

2.20. Will the project include any tunnel cooling/ air conditioning?

The new lift shaft from street level and concourse should improve ventilation and air circulation at the Northern line level. Extra measures like converting redundant tunnels into ventilation shafts are being looked at by the project team.