
Secretariat memorandum

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LTW486
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Bank station upgrade

1 Purpose of report

- 1.1 To advise the Board on the current status of the proposed Bank station upgrade.

2 Information

- 2.1 Transport for London (TfL) has proposed a major upgrade for Bank London Underground station (including Monument station). Full details can be found at <https://www.tfl.gov.uk/corporate/publications-and-reports/bank-station-capacity-upgrade> and the major changes proposed are:

- 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 the Northern line platforms
- A new station entrance on Cannon Street
- A moving walkway to provide quicker and easier interchange
- More lifts and escalators
- Reduced need to use stairs
- Reduced conflict between different flows of customers
- Faster interchange times by more direct routes
- Quicker and better protected fire evacuation routes

- 2.2 TfL has applied for a Transport and Works Act 1992 Order (TWAO) to grant them the necessary permissions to complete the scheme. London TravelWatch submitted a response to the TWAO, which gave support for the scheme as a whole, with a specific objection that the scheme does not include step free access to the Central line platforms at Bank station. As a result of the consultation, there will be a public local inquiry in 2015, at which we have requested to present oral evidence.

- 2.3 The full response that we submitted to the consultation is attached as Appendix A.

3 Recommendation

- 3.1 That the board note the report.

4 Impact on passengers

- 4.1 TfL figures show that 337,000 passenger journeys per day go through Bank station, and this is continually rising. 240,000 passengers either enter or exit the system at Bank, with interchange levels also very high. Aspects of the interchange are extremely poor at present, especially for step free access, with only the DLR station accessible, and even that is only by request from a lift on King William Street that is not very visible unless you are specifically looking for it. Walking routes are very congested, and passenger flows cross each other in several locations leading to crowding problems. The Northern line platforms are narrow and congested, the interchange routes are long and time-consuming, and access from the South-West of the City is not as easy as from other directions. The scheme will resolve all these issues (apart from the lack of full step-free access to the Central line), as well as allowing the more frequent Northern line service to operate after the next phase of the Northern Line Upgrade.

5 Equalities and inclusion implications

- 5.1 While the scheme as a whole improves the availability of the London Underground network to those with mobility issues, the lack of step free access to the Central line, or any realistic proposition to achieve this in the future, is a major disappointment with the scheme.

6 London TravelWatch priority

- 6.1 This issue falls within the core remit of London TravelWatch.

7 Legal powers

- 7.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

8 Financial implications

- 8.1 There are no initial financial implications for London TravelWatch.