

# **BANK AND MONUMENT**

Bank and Monument stations combined form the fourth busiest interchange station on the Underground network. It is proposed to substantially upgrade the capacity of Bank station from 2016. By 2021, the interlinked stations will feature several new escalators, a new station entrance and more room for Northern Line passengers.

The proposals include:

- A new southbound tunnel and platform for the Northern Line.
- A new station entrance on Cannon Street.
- Step-free access between the Northern Line, DLR and the street.
- A moving walkway for quicker and easier access.
- More lifts and escalators to ease congestion and improve accessibility.

These proposals follow public consultations which were held in 2011, 2012, 2013 and 2014. The proposals are in addition to the new station entrance and step-free access to the Waterloo & City Line from Walbrook, which will be completed in 2017.

## **TRANSPORT AND WORKS ACT ORDER (TWAO)**

A TWAO was applied for in September 2014 and if granted, it will authorise the construction work and operate the new section of railway. The Secretary of State for Transport held a public inquiry into the application in April/May 2015 and a decision is expected by the end of 2015.

## **CONSTRUCTION**

If the TWAO is granted, work could start in spring 2016. Most of the work will be below ground. Two main worksites will be required 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. 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 work. Access will be maintained for pedestrians and deliveries.

## **NORTHERN LINE CITY BRANCH – TEMPORARY CLOSURE**

Part of the Northern Line's City branch will need to be closed in 2020 to connect new and existing sections of tunnel. Closures will be as noted below, with reduced frequencies on those sections of the City branch which remain open.

- April – May 2020 (40 days): Line closed in both directions between Moorgate and Kennington.
- May – August 2020 (77 days): Northbound trains not stopping at Bank and southbound line closed between Moorgate and Kennington.

## **ALTERNATIVE SERVICES**

There will be room for displaced passengers on the District/Circle lines and Crossrail, which will be fully operational by 2020. In addition, Thameslink frequency will be up to 24 trains per hour between Elephant & Castle/London Bridge, Blackfriars, City Thameslink and King's Cross. It is also planned to increase the service on the Charing Cross branch of the Northern Line by 33%.

## **THE TIMELINE**

- 9 September 2014: Apply for Transport and Works Act Order (TWAO).
- 28 January 2015: Pre-inquiry meeting at Glaziers Hall.
- 14 April 2015: Start of public inquiry at Glaziers Hall.
- December 2015: TWAO decision.
- April 2016: Commencement of work.
- April-August 2020: Northern Line closure.
- July 2021: Work completed.