

Committee(s):	Date(s):
Planning and Transportation Committee (for decision)	14 th October 2014
Property Investment Board (for information)	15 th October 2014
Subject:	Public
Bank Station Capacity Upgrade	
Report of:	For Information
Director of the Built Environment	

Summary

London Underground (LU) has applied to the Secretary of State for Transport for a Transport and Works Act Order (TWAO) to obtain permission for a major upgrade of Bank station in order to address pressing congestion problems and to provide additional capacity for future growth. The scheme includes the construction of a new running tunnel for the Northern Line and an additional station entrance in Cannon Street. A direction for deemed planning permission has also been applied for and applications for listed building consent for protective measures in consequence of the TWAO proposals will be subject of an automatic “call-in” for determination by the Secretary of State for Transport.

Bank station is of vital importance for accessibility to the heart of the City and it is very much in the City’s interests to ensure that the existing congestion issues at the station are addressed. In 2011 the City Corporation entered into a non-binding Memorandum of Understanding with London Underground in order to formally acknowledge the commitment of both parties to work together to secure the implementation of the Bank Station Capacity Upgrade scheme. Policy CS16 of the City’s draft Local Plan supports the delivery of the proposed upgrade and Policy CS16 of the adopted Core Strategy supports further improvements to public transport capacity and step-free access at Bank.

LU has worked closely with the City Corporation on the plans for the upgrade and the resulting scheme is consistent with the City Corporation’s aspirations for the station and surrounding area as set out in the approved Bank Area Strategy. Much of the work will take place

below ground but there will inevitably be construction impacts and it will be important to ensure that these are kept to a minimum. Key areas where the City Corporation will wish to ensure appropriate safeguards are in place include the protection of listed buildings, archaeology and other properties; the minimisation of adverse impacts on the operation of the highway network; and, environmental controls to minimise construction disturbance.

For this reason it is recommended that the City Corporation reiterates its support for the scheme in principle but continues to work with LU to ensure that the TWAO and associated consents and documents incorporate appropriate safeguards to protect the public and the City's interests and to minimise potential disturbance and disruption both during and after construction.

Recommendations

I recommend that Members:

- i) note the contents of this report;
- ii) reiterate the City Corporation's support in principle for the Bank Station Capacity Upgrade scheme;
- iii) authorise the Director of the Built Environment and/or the Comptroller and City Solicitor to respond to the Secretary of State for Transport in support of the scheme in principle but making representations and/or objections in relation to those aspects of the draft TWAO and associated applications which are considered inadequate to protect the public and the City's interests. (A summary of some of the principal issues is set out in paragraphs 28 to 56 of this report);
- iii) authorise the Director of the Built Environment and/or the Comptroller and City Solicitor to continue negotiations with LU and/or take any other necessary steps to secure appropriate safeguards in the TWAO and associated consents and documents to protect the public and the City's interests including entering into relevant legal agreements, memoranda of understanding and/or securing appropriate legal undertakings.

Main Report

Background

1. Bank Underground station is located in the heart of the City of London financial district, its name is synonymous with the function of much of the area it serves. It is one of the major gateways to the City for employees and visitors. It is also a strategic network interchange, being served by five Underground lines (Northern, Central, and Waterloo & City, together with the District and Circle at the inter-connected Monument station), as well as by the Docklands Light Railway (DLR).
2. The station has been developed piecemeal from 1884 onwards, as lines have been progressively added to the Underground network. It reached its present form in 1991, when the DLR opened. Most of the platforms are at a very deep level, and are therefore dependent upon escalators or lifts for passenger access and egress. The overall Bank/Monument station has three ticket halls, 10 platforms, 15 escalators, five lifts and two moving walkways.
3. The effects of this unplanned development and layout complexity are two fold:
 - Passenger circulation space - on platforms, staircases, passageways and in ticket halls - is cramped, and falls short of that which would be specified if the station were built new to current standards. A particular issue is that the number of escalators, lifts and street exits is insufficient for the number of passengers using the station, thereby creating extended walk times and congestion during normal operations. The Northern and DLR lines, being the deepest platforms on the station, suffer especially in this regard.
 - Passenger way finding is difficult, particularly for those interchanging between lines who make up more than half the passengers using the station. Passengers uncertain of their direction, hesitating or seeking help, contribute to the overall congestion problem.

4. Bank station was designed and built in expectation of traffic levels far less than those now using the station. In the last ten years the use of Bank station has risen by 50% taking the total to 337,000 passenger journeys each day. Demand continues to rise, and if nothing is done, there will be an increase in temporary station closures for crowd control, and the need to run trains non-stop through Bank. Improving Bank station is also a key step towards enabling future frequency increases on the Northern line.
5. Crossrail, scheduled to open in 2018, is not expected to have a significant impact on Bank station usage.
6. The most severe points of congestion on the station are:
 - The Northern line platforms, which are arranged back-to-back with no 'reservoir' of passenger circulating space between them. The narrow staircases at the north end of the platforms become particularly congested, with passengers having to be held at the top at peak times in order to prevent excessive overcrowding on the platforms below.
 - The exits from the DLR platforms, where there is insufficient escalator and staircase capacity to upper levels of the station, leading to extensive queues.
7. The current overcrowding is mitigated by a number of operational measures. For example, the direct interchange staircase between the Northern line and DLR platforms has insufficient capacity to allow two-way passenger movement at peak times, and is therefore restricted to one-way movement only. Passengers making the interchange in the reverse direction have to use an alternative route via escalators, passageways and stairs, that lengthens the walking distance considerably and adds several minutes of walking time compared to the direct route. However, such operational intervention strategies are limited in their effectiveness and are not a long term solution.
8. LU has worked closely with the City Corporation to secure a new entrance and direct access to the Waterloo and City line on Walbrook as part of the Bloomberg development. This will provide significant benefits to passengers when it opens in 2017 by improving access, providing additional capacity and journey time savings in accessing the Waterloo and City line. The new Walbrook

entrance will not, however, significantly reduce congestion around the Northern line and DLR.

9. To summarise the present position, Bank station is already congested and at the limit of its capacity in several parts of the station. The pressure on the station will increase further as a result of London's population and employment growth, and provision of additional train service capacity on the DLR and Northern line.

The TWAO scheme

10. LU examined a very large number of ideas for increasing the capacity of Bank station before selecting the current option. LU liaised closely with the City Corporation throughout the design and selection process including presentations for Members at the City Marketing Suite in September 2013 and an exhibition preview for Members at St Mary Abchurch in October 2013. There have also been four public consultations as the scheme has been developed.
11. The TWAO scheme aims to increase capacity, reduce interchange times and improve accessibility by means of:
 - A new Northern line southbound running tunnel to be located west of the existing southbound running tunnel, incorporating a 6m wide platform for southbound passengers (double the width of the current platform).
 - Conversion of the existing southbound Northern line platform tunnel to create a concourse area providing additional circulation space for the northbound platform (an approach successfully followed at other Northern line stations - Angel and London Bridge - in the 1990s).
 - A new station entrance in Cannon Street.
 - Step-free access between the Northern line, DLR and the street.
 - A moving walkway between the Northern and Central lines to provide quicker and easier access.
 - More lifts and escalators to ease congestion and improve accessibility.
 - More direct routes with reduced need to go up and down stairs.

- Quicker and better protected fire evacuation routes.
12. Most construction work will take place underground but will be accessed from two surface level worksites, in Cannon Street and Arthur Street. There are a number of additional worksites to enable protective works to existing utilities, to divert utilities and allow provision for compensation grouting. Protective works to buildings, including Mansion House and other listed buildings and sewers would be carried out where analysis indicates this is required.
 13. The site between Cannon Street, Nicholas Lane, King William Street and Abchurch Lane will be used to construct the new station entrance, escalators and lifts and to access some of the works below ground. The existing buildings on the site will be demolished apart from the façade of 20 Abchurch Lane which will be retained and incorporated into a new oversite development for which planning permission has already been granted. Section 106 monies arising from this development will be allocated to TfL as a further contribution towards delivery of the upgrade scheme.
 14. The Arthur Street worksite will require the temporary closure of the street from 2016 to 2021 to allow construction of a shaft from which to construct the new southbound Northern line tunnel and undertake other below ground works. The site will be used for the removal of excavated material, worker and equipment access to the works below ground, and air intake and extraction.
 15. The new tunnels will be constructed using the ‘sprayed concrete lining’ technique, rather than using a tunnel boring machine which is only feasible for longer distances.
 16. The estimated cost of the scheme is £563.8m.

Benefits

17. The station upgrade will provide sufficient capacity to accommodate foreseeable forecast passenger demand (60yrs), avoiding the operational congestion-control restrictions and customer delays.
18. Journey times will be improved for passengers accessing and exiting the Northern line and DLR platforms, by means of the new Cannon Street ticket hall.

19. There will be equality and inclusion benefits, by creating a step-free route from the street to the Northern line platforms, and between the Northern line and DLR platforms for interchange.
20. The provision of high-quality public transport access and infrastructure will help maintain London's position and competitiveness as the World's leading financial and business services centre.

Programme

21. LU submitted their application for a TWAO on 9th September 2014. Representations, comments or objections have to be submitted to the Secretary of State for Transport by 21st October 2014 (42 days) and a public inquiry into the proposals is likely to be held in early 2015. If the Secretary of State decides to approve the scheme, LU anticipates start of work in 2016 and completion in 2021. A Code of Construction Practice (CoCP) will be agreed with the City Corporation prior to the start of any works.
22. LU believes there is a much greater degree of certainty about how the scheme will be built, compared to other major projects (such as Crossrail) at this same stage of seeking powers. LU has deliberately chosen a contractor and developed a joint detailed construction design prior to submitting the TWAO application, which means they believe they are seeking the appropriate powers and acquisitions necessary to complete the project, rather than just their current best guess. This should assist with keeping to the planned programme.
23. By contrast, Crossrail sought their powers before they had a contractor or a detailed design, which meant that the Crossrail Act was broader in scope than necessary in some areas but in other respects did not accurately reflect the project's needs by the time construction commenced.
24. The construction milestones are likely to be:
 - 2015/16 – Advance utility diversions
 - 2016/17 – Tunnelling works from Arthur Street
 - 2016 – Demolition of buildings between Cannon Street and King William Street
 - 2019 – Tunnelling works and commencement of fit out

- Spring 2020 – 17 week part-closure of Northern line City branch to connect up the new and existing tunnels and tracks
- 2021 – New Cannon Street station entrance opens
- 2021 – Project completion

Implications for the City of London

25. Improving public transport infrastructure is a key objective of the City's planning strategy and the City Corporation has a record of strongly supporting schemes such as Thameslink and Crossrail. In line with this approach, the City has already signalled in principle support for the Bank Station Capacity Upgrade scheme by entering into a non-binding Memorandum of Understanding with LU in order to formally acknowledge the commitment of both parties to work together to secure its implementation. Support for the upgrade is also included in Policy CS16 of the City's draft Local Plan and Policy CS16 of the adopted Core Strategy supports improvements to public transport capacity and step-free access at Bank. A joint LU/City officer-level working group has been set up to facilitate liaison on the project.
26. However, as with Crossrail and other infrastructure projects which have been supported in principle, the City Corporation has a responsibility to ensure that the scheme is designed and constructed in such a way as to deliver maximum benefit for the City of London whilst minimising any potential adverse effects on local residents and businesses and that it is carried out in a way that is consistent with the planning process. Thus, it will be necessary for the City Corporation to carefully scrutinise the provisions of the draft TWAO to ensure that nothing in it is prejudicial to the City's interests and that where necessary appropriate safeguards are included.
27. The following sections summarise key aspects of the scheme and identify potential areas of concern which officers are continuing to discuss with LU with the aim of securing amendments to the TWAO and/or associated consents and documents and/or separate binding undertakings. It is hoped that the majority of these issues can be resolved by agreement but if this is not possible it may be necessary to pursue any outstanding matters through the public inquiry process.

Planning Issues

Over site Development

28. Planning and Transport Committee resolved to grant planning permission for the over site development on the 10th June 2014 and concluded that the proposal was to be welcomed subject to conditions and to a Section 106 agreement to facilitate the construction of the development only in association with the TWAO for the Bank Station upgrade. The application comprised of the demolition of all six existing buildings with exception of the facade to 20 Abchurch Lane and redevelopment to provide a single six storey building (plus basement and roof plant) with ground floor retail and office use. The overall floor space would be 18,214sq.m GEA (17,250sq.m GIA) with 17,070sq.m GEA (16,159sq.m GIA) in office use and 1,144sq.m GEA (1,091sq.m GIA) in retail use (A1, A2, A3, A4 or A5). The development incorporates the dismantling and reconstruction of the existing facade of 20 Abchurch Lane further to the south, fronting onto Abchurch Yard (14/00178/FULEIA).
29. Additional TWAO consents would be required for design and appearance of the station entrance on Cannon Street and the associated ground floor elevation on Nicholas Lane and return elevation to King William Street.

Arthur Street worksite

30. A request has been received from the Bank Station Capacity Upgrade Project Office for a Scoping Opinion as to the information to be provided in the Environmental Statement pursuant to *Regulation 13 (1) Town & Country Planning (Environmental Impact Assessment) Regulations 2011*. The City Corporation's Scoping Opinion will be issued at the end of the consultation period. A planning application accompanied by the Environmental Statement under the above regulations will be submitted for Arthur Street Utilities Diversion Works and associated enabling works for determination by the City Corporation.

Listed Building Consents

31. Applications for listed building consent in respect of protective works to mitigate the effects of potential settlement caused by the

Bank Station Capacity Upgrade tunnelling works have been submitted concurrently with the application for the TWAO. Under Section 17 of the Transport and Works Act 1992 the listed building consent applications are referred by the City Corporation to the Secretary of State for Transport for determination. The City Corporation's views will be sought as a consultee.

32. The listed building consent applications are in respect of protection works as follows:

- i. Mansion House: Adjustment and enhancement of existing internal structural ties; temporary removal for specialist repair and conservation of a section of stained glass from the eastern window of the Egyptian Hall and installation of a temporary replica panel and consolidation of vulnerable decorative plaster in the principal and second floor reception rooms in the north and central areas of the building.
- ii. 1 Princes Street: Strengthening of fixings to statuary at attic level on the south-eastern corner elevation, including temporary removal of the statues to safe storage.
- iii. 1-6 Lombard Street: Consolidation of decorative plaster to ceiling/dome within the ground floor restaurant and temporary strengthening of cantilevered stair through the use of fixed props.
- iv. 1 King William Street: Adjustments of existing internal facade fixings and insertion of additional ties and brackets to the Sherborne Lane elevation
- v. 5 King William Street: Adjustments of existing internal facade fixings and insertion of additional ties and brackets.
- vi. 15 Abchurch Lane: Consolidation and repair of existing cracked stonework and brickwork on the Abchurch Lane elevation.
- vii. 29 Martin Lane: Consolidation and repair of existing cracked stonework and brickwork on the Abchurch Lane elevation.

Archaeology

33. The proposals to construct a new station, an access shaft in Arthur Street, a shaft to the Low Level 2 Sewer in Walbrook, provision for

a compensation grout shaft in Walbrook outside Mansion House, works to divert and protect utilities would have archaeological implications affecting archaeological remains from all periods. There is potential for significant remains from the Roman and medieval periods to be affected by the proposals. The proposed new shaft to the Low Level 2 Sewer in Walbrook may affect the Roman Temple of Mithras, an undesignated heritage asset, and associated remains which are of national importance and significance.

34. An archaeological assessment has been submitted with the TWAO. Further detailed information is required on the proposed works, including the location and design of the work to protect and divert utilities and to protect listed buildings including the Mansion House. Where such work would affect archaeological remains of significance, negotiations with LU would be held to find alternative work site locations that would have a lesser archaeological impact.
35. There have been discussions on the proposed work with LU and these will be continued to ensure that the archaeological impact of all the proposed works and any enabling works is properly considered and appropriate mitigation measures are put in place to ensure protection of the archaeological resource. This would include the scope of archaeological evaluation, archaeological recording and excavation, post excavation assessment and analysis, archiving and dissemination of the results of archaeological work.
36. Archaeological evaluation is necessary to provide additional information on the type, nature, character and date of archaeological survival to supplement the findings of the assessment and results of proposed and completed site investigations. It should be carried out in accordance with a written scheme of investigation and programme agreed in writing by the City Corporation prior to work commencing. The evaluation results would be considered with the impact of the proposals to design an appropriate mitigation strategy. This would include agreeing alternative locations for the additional works sites to minimise disturbance to significant archaeological remains where possible and the design of an appropriate programme of archaeological work including on-site recording and excavation, post excavation assessment and analysis, publication and archiving.
37. Where archaeological remains are affected by the proposals a programme of archaeological recording should be carried out in accordance with all current standards and guidelines, working to

relevant research objectives. The work should be carried out to a written scheme of investigation agreed in writing with the City prior to work commencing. It would set out the proposed impacts, research aims and objectives, timetable, tasks and methodology for all stages of archaeological work including on-site recording and excavation, post excavation assessment and analysis, publication and archiving.

38. It is suggested that a memorandum of understanding is sought and agreed with LU to cover all stages of archaeological work including evaluation, archaeological recording and excavation, post excavation assessment and analysis, publication and archiving and integration of this work in the construction programme. It should include procedures to deal with unexpected archaeological remains and items recovered which may be covered by the Treasure Act 1996.
39. The proposals affect a number of sites in this area of the City and it would be appropriate for an information strategy to be written to provide updates and information about the archaeological findings and construction work in progress, including, for example, on-site hoarding and web based material and newsletters.

Property Issues

40. The draft TWAO makes provision for the compulsory purchase of the City Corporation's freehold interest in 10 King William Street. This office building is partly owned by the City Corporation and is vested in City's Cash. It is located in the block between King William Street and Cannon Street and the proposal is that it will be demolished as part of the works to construct the new station entrance. The City Corporation's interest is currently let on a 100 year lease granted in 1978 and LU has already acquired this leasehold interest from the tenant.
41. The City Surveyor commissioned a study to evaluate whether there would be a justification on property investment terms for the City Corporation to be involved in the redevelopment of the site but it was concluded that it would more advantageous for the City Corporation's interest to be bought out and the capital reinvested elsewhere. Negotiations are proceeding with LU on this basis will be reported to the appropriate committees as and when details become available.

42. Apart from 10 King William Street, no other City Corporation properties (i.e. buildings) are proposed to be the subject of compulsory purchase. However, a substantial tract of City Corporation land is required for the railway tunnel, passenger subways and tunnels for construction, maintenance and operational purposes. The powers of compulsory purchase are limited to the subsoil or undersurface and can only be exercised in relation to land that is more than 9 metres below surface level. Most of the affected City Corporation land lies under highways between Moorgate and the northern approaches to London Bridge, including a section of King William Street. However, some City Corporation properties are also affected. The route of the railway and other works runs under the Mansion House, Candlewick House (116-126 Cannon Street), Adelaide House (at London Bridge) and the arches that support the King William Street bridge over Lower Thames Street and the northern approaches to London Bridge. The subsoil of this land is also earmarked for acquisition. In addition, Phoenix House (18 King William Street) lies immediately adjacent to the limits of deviation for the works.
43. LU has been following good practice in understanding and predicting the effects of tunnelling on buildings and structures but has not yet satisfactorily demonstrated that their proposals in conjunction with the previous DLR tunnelling will not be deleterious to the Mansion House. Officers will continue to work with LU to ensure there is no damage to the Mansion House but may need to make representations if detailed concerns are not met.

Transportation Issues

44. Bank station will remain operational during most of the upgrade works but there will be a need for the temporary closure of the Northern line when the new and existing running tunnels and tracks are connected up with each other. This will involve closure of the line in both directions between Moorgate and Kennington for six weeks in April/May 2020 followed by an eleven week period (May-August 2020) with no southbound service between Moorgate and Kennington and northbound services non-stopping at Bank.
45. This will clearly cause short-term inconvenience which LU intends to mitigate by enhancing frequencies on the Northern line Charing Cross branch, encouraging passengers to use other lines, including Thameslink and Crossrail, and providing extra bus services. There is also likely to be an increase in people walking and cycling,

particularly along the Moorgate – Bank – London Bridge corridor, during that period. Officers will need to work with LU to ensure that these can be safely accommodated.

Highways Issues

46. Similarly to Crossrail, LU has included provisions in the draft TWAO application that would remove a number of Highway Authority powers to control building sites and utilities from the City Corporation for this project. This would result in LU not needing the City Corporation's permission to write traffic orders for road closures or give permits for utility works, allowing LU to short-circuit any notice periods or formal constraints the City may wish to impose. LU will still be required to co-ordinate with the City Corporation, but as with Crossrail, this will require a different management regime where LU has the ultimate authority to approve their works on the highway, rather than the City Corporation.
47. The principle of this approach was established with the Crossrail scheme, and a collaborative management approach from both sides has allowed the City Corporation to exert its influence on works without Crossrail having to exert its formal powers. However, the City Corporation would still prefer to retain its powers of control, and it has been successful in arguing that Thames Water should not be allowed similar disapplication powers in relation to the Thames Tideway project. As a result, this matter may form part of the City Corporation's representations to the Secretary of State.
48. In terms of the direct impact of the works, LU has identified a number of lorry routes to feed the two main works locations. These routes have been specifically planned to avoid Bank junction, and will likely require LU to review and remove the weight restriction at the Cannon Street / King William Street / Gracechurch Street junction. This currently has a weight limit imposed due to the weakness of the pedestrian tunnels underneath, and making it available to all traffic would be a positive side benefit of the scheme.
49. LU has also proposed to feed the site at Cannon Street by using Arthur Street (adjacent to their shaft works) as a local staging point for 'just-in-time' lorry deliveries. This should minimise the impact on Cannon Street, and prevent lorries from having to circulate through the area waiting for space to free up on site.

50. The use of Arthur Street as the key tunnelling worksite is ideal for LU as it sits above an existing abandoned underground station structure, from which tunnelling operations can easily break out. LU did involve the City in considering other locations for this key part of the scheme, but each had considerably more impact on the highway network than this option.
51. The implications of a long term closure of Arthur Street include restricted access to adjacent premises, a bus route diversion and a need to find an alternative route for emergency vehicle access into the City, particularly from the Dowgate Fire Station. This last issue will be resolved through the installation of an emergency gate off Upper Thames Street at Suffolk Lane, but minimising the site's impact, particularly on local premises, will remain the subject of further discussions between the City Corporation and LU, and may form part of the representations to be made to the Secretary of State.
52. LU is currently assessing the secondary impacts of the proposed tunnelling operations, particularly on other highway assets such as deep level sewers and other utility plant. Similarly to Crossrail, this is likely to result in extensive utility works prior to the main works commencing, both in terms of moving utilities in Arthur Street to allow the shaft to be built, as well as reinforcing or replacing sewers, gas mains etc. that might otherwise be damaged by the vibration and / or settlement caused by the tunnelling. In addition, boreholes to ascertain underground soil conditions to inform the tunnelling works are also anticipated.
53. LU has recently started to outline the extent, timing and impact of these works to City officers, who will look to negotiate how they can best be accommodated in the context of other highway activities and the needs of City businesses, residents and other users of the highway network. These works are likely to commence in 2015 (at LU's risk) in advance of their anticipated TWAO application approval, and a number of major streets are likely to be affected, but so far these appear deliverable in the wider context.

Environmental Issues

54. Noise and vibration will be controlled by ensuring the best practical means are adopted for the working methods. Monitoring of noise and vibration will be undertaken both prior to the works starting and during the period of the works. Air quality will also be monitored throughout the project.

55. Hours of work will be the standard working hours and observance of quiet hours 10-12 am and 2-4 pm Monday to Friday. Only when necessary works will be approved and permitted outside of these hours.
56. The Code of Construction Practice which is based on the City Corporation's own Code has been substantially agreed. Although it is not considered necessary the right remains to seek prior approval under section 61 of the Control of Pollution Act 1974.

Legal Implications

57. The draft TWAO will give LU a range of powers to construct and maintain the authorised works, as well as other powers including powers to execute street works, alter the layout of streets, keep apparatus in streets, stop up streets permanently and temporarily, regulate traffic and carry out protective works to buildings, roads and statutory undertakers' apparatus. It will also authorise compulsory acquisition and use of land for the purposes of the works. LU are also seeking a direction for deemed planning permission for development authorised by the Order and have made associated listed building consent applications which will be determined by the Secretary of State for Transport concurrently with the TWAO application.
58. LU has also made an application to the Diocese of London for a faculty licence for protective works to St Mary Abchurch. The Chief Planning Officer and Development Director has delegated authority to respond to consultations in respect of faculty applications.
59. The scope of the TWAO powers sought is being scrutinised with a view to ensuring they do not exceed those necessary, and that appropriate safeguards are secured in the Order and associated consents and documents to minimise any potential adverse effects.
60. Representations and objections to the applications must be submitted on or before 21st October. If there are objections a public inquiry is likely to be held early next year.

Staffing and Financial Implications

61. To date the City's participation in the joint Bank Station Upgrade working group has been contained within existing staffing budgets.

62. However, in view of the additional work required to respond promptly to the TWAO application and associated documentation (Environmental Impact Assessment, draft Code of Construction Practice etc.) LU has offered to meet the City Corporation's costs in providing such input. The Comptroller & City Solicitor is presently liaising with LU with a view to obtaining an appropriate costs undertaking but it may be necessary to seek committee authorisation for expenditure on Counsel's fees at a later date.
63. Any financial issues arising from the possible future acquisition of the City Corporation's property interest in 10 King William Street will be reported to the appropriate committees as and when details become available.
64. The City Corporation has previously transferred a Section 106 contribution of £2.0 million to TfL for the purpose of upgrading the Bank Station control room which is a necessary precursor to the opening of the new Walbrook entrance and the capacity upgrade scheme. This work is currently in progress. Section 106 monies from the over-site development on King William Street will also be transferred to TfL as a further contribution towards the upgrade works.
65. The City's in-principle support for the scheme does not, however, impose any further obligation to contribute towards funding the upgrade scheme. The responsibility for securing the remaining funding rests with LU as scheme promoter.

Strategic Implications

66. Bank station upgrade is a key project that will assist in achieving parts of the City's Community Strategy including the themes of "protects, promotes and enhances our environment" and "is competitive and promotes opportunity".
67. Bank station upgrade relates to the following key objective in the Planning and Transportation Departmental Business Plan – "To seek, promote and advocate improvements to the transport infrastructure serving the City and London to ensure it remains a competitive international financial, maritime business centre". The upgrade works are also in accord with the requirements of Policy CS16 in the City's draft Local Plan.
68. The proposed scheme will deliver important accessibility and inclusion benefits, by creating a step-free route from the street to the

Northern line platforms, and between the Northern line and DLR platforms for interchange.

Consultees

69. The Town Clerk, City Surveyor, Director of Environmental Services, Comptroller & City Solicitor, Chief Planning Officer & Development Director and Chamberlain have been consulted in the preparation of this report.

Conclusions

70. The Bank Station Capacity Upgrade scheme will provide a long overdue upgrading of this key station which will be of considerable benefit to the City.

71. It is therefore recommended that the City Corporation reiterates its support for the scheme in principle but continues to work with LU to ensure that the TWAO incorporates appropriate safeguards to protect the City's interests and to minimise potential disturbance and disruption both during and after construction.

Appendices

72. Appendix 1: Extent of Works

Contact:

Andrew Phipps

020 7332 3229

andrew.phipps@cityoflondon.gov.uk

