

Bank Station Capacity Upgrade – fact sheet 8 Noise and vibration (operational)

Introduction

We are committed to designing the new southbound Northern line running tunnel to minimise noise from trains in line with current industry best practice.

Groundborne noise and vibration

The proposed railway has been designed with optimised track to minimise vibration, which will reduce any vibration and groundborne noise that may result from trains running in the new tunnel.

Measurements have been taken of groundborne noise and vibration produced by existing trains operating in the vicinity of the BSCU scheme. These measurements have then been used to predict the groundborne noise and vibration from the proposed new southbound railway tunnel. The predictions show that the expected ground borne noise levels will meet current industry best practice.

The methods used to make these predictions are comparable with those used on recent railway engineering projects including Crossrail, the Jubilee line extension, the Docklands Light Railway and the Northern line extension to Battersea.

Airborne noise from shafts and stations

A new station entrance will be provided on Cannon Street. It is considered the cumulative noise levels from the service equipment, for example ventilation equipment, and the operation of this station will not cause disruption to neighbouring properties. This means that the effect of airborne noise as a result of the BSCU scheme will be negligible.

Further information

For more information visit: tfl.gov.uk/bank-consultation or email BankSCU@tfl.gov.uk
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