

## Bank Station Capacity Upgrade – fact sheet 4 Management of construction traffic

### Introduction

The Bank Station Capacity Upgrade (BSCU) involves demolition and construction work both above and below ground. It will therefore require vehicle movements for the delivery and removal of construction materials.

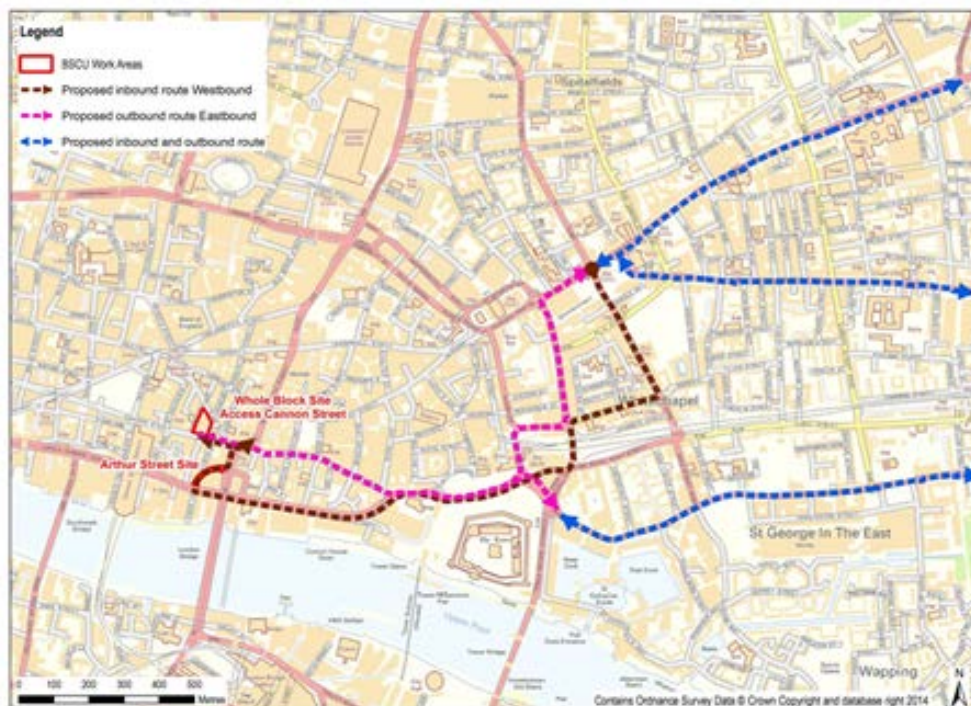
The proposed scheme involves two main worksites, the Cannon Street worksite where the new station entrance would be located and the Arthur Street worksite. Using two sites reduces the construction period and allows for the safe and efficient management of construction traffic. It minimises the impact on areas where there are more pedestrians, cyclists and vehicles.

London Underground is mindful of being a good neighbour and responsible operator. With this in mind, traffic mitigation and road safety measures have been a key part of our planning and assessment process.

### Construction vehicle movements

A Construction Logistics Plan and a Traffic Management Plan will be prepared and submitted for approval to the City of London Corporation before the works begin in July 2016.

Proposed worksites and construction traffic routes.



Construction vehicles serving the two worksites will follow specified routes into and out of the City of London. These routes have been chosen to follow the Transport for London Road Network as much as possible. All construction vehicles will enter and exit the City of London from the east. The routes selected and agreed with the City of London Corporation have been planned to minimise turns at non-signalised junctions.

Construction vehicles entering the two worksites will be controlled by vehicle marshals, with site entry and exits planned to remove the need for vehicle reversing. During the busiest construction period, August to October 2017, up to seven lorries per hour will go into the Arthur Street worksite, with up to three of these moving onto the Cannon Street worksite. At other times the number of vehicle movements will be lower.

### **Protection of vulnerable road users**

All construction vehicles servicing the two work sites will comply with a set of requirements designed to protect vulnerable road users, including the Mayor of London's sponsored "Standard for Construction Logistics: Managing Work Related Road Risk".

The highest standard safety features will also be fitted to all construction vehicles to minimise blind-spots and offer improved vision for the driver around the vehicle, to boost awareness of other road users, especially pedestrians and cyclists.

### **Diversions**

Throughout the construction of the scheme, safe pedestrian and cycle routes will be provided or maintained. Pedestrian diversions will be assessed for impact on accessibility and will be clearly signposted. Where cyclists are diverted they will be provided with clearly signed diversion routes.

### **Integration with the Cycle Superhighway**

We recognise the importance of minimising any affect on the proposed East-West Cycle Superhighway (CS3 extension) which is proposed for Upper Thames Street. Safety for the users of this Cycle Superhighway is a priority and access to the site will be managed to ensure that the interaction between traffic entering the site and other highway users, especially cyclists, is well managed.

### **Reinstatement**

At the end of the construction works any damage to kerbs, ramps or footpaths will be remedied. Any altered section of highway will be restored to the specific requirements of the highway authority.

### **Further information**

For more information visit: [tfl.gov.uk/bank-consultation](http://tfl.gov.uk/bank-consultation) or email [BankSCU@tfl.gov.uk](mailto:BankSCU@tfl.gov.uk)  
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